

Public Review Draft

CITY OF MAYWOOD CLIMATE ACTION, ADAPTATION, AND RESILIENCE PLAN PROJECT

Initial Study/Mitigated Negative Declaration

Prepared for
City of Maywood

January 2026



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- B. 2023 GHG Inventory Update Memorandum
- C. Native American Consultation Materials
- D. Mitigation Monitoring and Reporting Program

Acronyms and Other Abbreviations

Abbreviation	Definition
AB	Assembly Bill
AC2HP	Accelerate Clean Energy to Heat Pump
ACC	Advanced Clean Cars
AQMPs	Air Quality Management Plans
ATCM	Airborne Toxic Control Measure
Basin	South Coast Air Basin
BAU	Business as Usual
BEVs	battery electric vehicles
BMPs	best management practices
CAA	Clean Air Act
CAARP	Climate Action Adaptation and Resilience Plan
CALFIRE	California Department of Forestry and Fire Protection
CARB	California Air Resources Board
CBC	California Building Code
CBO	CBO = Community-Based Organization
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGF	California Fish and Game Code
CGS	California Geologic Survey
CH ₄	methane
City	City of Maywood
CO	carbon monoxide
CO ₂	carbon dioxide
CRHR	California Register of Historical Resources
CWA	Clean Water Act
DOC	Department of Conservation
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EJ	Environmental Justice
ERAP	Energy Resilience Action Plan
ESA	Endangered Species Act
ESA	Environmental Science Associates
EV	electric vehicle
FCEVs	fuel cell vehicles
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping and Monitoring Program
GHG	greenhouse gas
HCP	Habitat Conservation Plan
HFCs	hydrofluorocarbons
HMP	Hazard Mitigation Plan

HVAC	Heating Ventilation and Air Conditioning
ILG	Institute for Local Government
IS/MND	Initial Study/Mitigated Negative Declaration
LA Metro	Los Angeles County Metropolitan Transportation Authority
LCFS	Low Carbon Fuel Standard
LHMP	Local Hazard Mitigation Plan
LIFE	LA Metro's Low-Income Fare Is Easy
LRA	Local Responsibility Area
MBTA	Migratory Bird Treaty Act
MTCO _{2e}	carbon dioxide equivalent
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NCCP	Natural Community Conservation Plan
ND	negative declaration
NF ₃	nitrogen trifluoride
NHSTA	National Highway Traffic Safety Administration
NPDES	National Pollutant Discharge Elimination System
OSHA	Occupational Safety & Health Administration
PDA's	Priority Development Areas
PEVs	plug-in battery vehicles
PFCs	perfluorocarbons
PM ₁₀	particulate matter 10
PRC	Public Resources Code
RPS	Renewables Portfolio Standard
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison's
SF ₆	sulfur hexafluoride
SIP	State Implementation Plan
SLCP	Short-Lived Climate Pollutants
SoCalGas	Southern California Gas Company
SRA	State Responsibility Area
SWPPP	Stormwater Pollution Prevention Plan
TACs	toxic air contaminants
TDM	Transportation Demand Management
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
VHFSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compounds
ZEVs	zero-emission vehicles

CHAPTER 1

Introduction

Overview

The City of Maywood (City) has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines to address the environmental consequences of the City's Climate Action Adaptation and Resilience Plan (CAARP) Project.

The CAARP (also referred to herein as the proposed Project) would address greenhouse gas (GHG) emissions consistent with the target reductions of Assembly Bill (AB) 32, the AB 32 Scoping Plan, Senate Bill (SB) 32, and AB 1279, which set forth State policy related to GHG emission reductions. The CAARP would be the first Climate Action, Adaptation, and Resilience Plan for the City and would also streamline future environmental review of projects in the City by utilizing CEQA Guidelines Section 15183.5 (a), *Tiering and Streamlining the Analysis of Greenhouse Gas Emissions*, which, in part, states:

Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in...a separate plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review.

The City is particularly vulnerable to climate change due to factors such as its geographic location, susceptibility to localized flooding and extreme heat, and proximity to industrial facilities and freeways. The CAARP serves as a crucial tool and strategic roadmap to address the pressing challenges posed by climate change, aiming to accelerate GHG emission reductions and enhance the City's and its residents' capacity to prepare for and address climate change impacts.¹ The CAARP contains strategies and measures for reducing community GHG emissions and for adapting and increasing resilience to climate change. The CAARP's primary goal is to provide a comprehensive, equitable framework for climate action, setting the City on a path to a more resilient future by addressing the unique challenges and vulnerabilities faced by the community, including its environmental justice priority status. The CAARP would help reduce GHG emissions and improve the community's resilience to climate change impacts, guiding how the City funds and prioritizes related projects and programs. Upon adoption of the CAARP, the City would implement its reduction measures, monitor progress towards achieving the reduction targets and related goals, and evaluate the effectiveness of the results to make necessary adjustments and improve performance.

¹ City of Maywood. 2025. Climate Action, Adaptation, and Resilience Plan. Available at: <https://www.cityofmaywood.com/411/Climate-Action-Adaptation-and-Resilience>, accessed July 30, 2025.

This environmental checklist provides analysis of the potential environmental effects associated with implementation of the proposed Project and provides evidence supporting the adoption.

Purpose of the Initial Study

This document is an IS/MND prepared in accordance with CEQA (Public Resources Code [PRC] Section 21000 et seq.) and the CEQA Guidelines (Title 14, Section 15000 et seq. of the California Code of Regulations [CCR]). The purpose of this IS/MND is to (1) determine whether project implementation would result in potentially significant or significant effects on the environment; and (2) incorporate mitigation measures, if and as necessary, to eliminate the project's potentially significant or significant project effects or reduce them to a less-than-significant level.

If there is substantial evidence (such as the findings of an IS) that a project, either individually or cumulatively, may have a significant effect on the physical environment, the lead agency must prepare an Environmental Impact Report (EIR) (CEQA Guidelines Section 15064[a]). If the IS concludes that impacts would be less than significant or that mitigation measures would clearly reduce impacts to a less-than-significant level, a negative declaration (ND) or MND can be prepared.

An ND or MND is a written statement prepared by the lead agency describing why the proposed Project would not have a significant impact on the environment and, therefore, would not require preparing an EIR (CEQA Guidelines Section 15371). According to Section 15070 of the CEQA Guidelines, an ND or MND should be prepared when either:

- The IS shows that there is no substantial evidence, in light of the whole record before the lead agency, that the project may have a significant impact on the environment; or
- The IS identifies potentially significant impacts, but:
 - Revisions made to the project plans or proposal before the proposed MND is released for public review would avoid the impacts or mitigate the impacts to a point where clearly no significant impacts would occur; and
 - There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant impact on the environment.

The City has analyzed the potential environmental impacts of the proposed Project, determined that the proposed Project's impacts would be less than significant (either with or without implementation of applicable mitigation measures), and therefore has prepared this Draft IS/MND.

Summary of Findings

Chapter 3 of this document contains the analysis and discussion of potential environmental impacts of the proposed Project. The analysis in this IS concludes that the proposed Project would have no impacts or less than significant impacts either with or without implementation of applicable mitigation measures. As such, further environmental review is not required by CEQA.

Approvals

Approval of the proposed Project requires discretionary action by the City, which includes adopting the IS/MND. The proposed Project requires the City Council approval of the CAARP and adoption of the MND. Although individual projects may be implemented under the CAARP, each of these projects would be subject to a separate environmental review under CEQA, as required and applicable. This adoption is essential for enabling the streamlining provision, which allows future projects in the City that are consistent with the CAARP's goals to be considered in compliance with the State's GHG emission targets.

Document Organization

This Initial Study is organized into four chapters:

- **Chapter I: Introduction.** Provides summary information about the proposed Project and describes the purpose and content of the Initial Study, the project background, and the necessary permits and approvals.
- **Chapter II: Project Description.** Provides the Project location, Project objectives, and a detailed Project description.
- **Chapter III: Environmental Checklist.** Contains the completed Initial Study checklist. The checklist contains an assessment and discussion of impacts associated with each particular environmental issue.
- **Chapter IV: References.** Identifies the information sources used in preparing this Initial Study.

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CHAPTER 2

Project Description

Project Overview

The City of Maywood (City) is actively preparing its Climate Action, Adaptation, and Resilience Plan (CAARP), referred to herein as the proposed Project. This comprehensive plan is designed to address greenhouse gas (GHG) emissions for both municipal operations and the broader community in alignment with the target reductions established by California state policies, including Assembly Bill (AB) 32, the AB 32 Scoping Plan, Senate Bill (SB) 32, and AB 1279.

The City faces unique environmental challenges, making it particularly susceptible to climate change impacts. These factors include its geographical location, vulnerability to flooding and extreme heat, and proximity to industrial facilities, pollution sources, and major freeways. Recognizing its high-density urban environment, significant Latino population, and notable poverty rate, the City prioritizes environmental justice and climate equity in its planning efforts. The CAARP aims to provide a robust framework that not only emphasizes the social, environmental, and economic benefits of reducing community GHG emissions but also significantly enhances the City's resilience to climate change impacts.

The CAARP outlines a strategic roadmap with clear goals, innovative strategies, and actionable measures across various sectors. These include transportation, electricity, natural gas, solid waste, wastewater treatment, and energy use for water conveyance. The CAARP's foundation is built upon comprehensive assessments, notably with updates to the City's 2010 community GHG inventory for the years 2010-2023 and detailed analysis of emissions trends. The CAARP provides both a Business as Usual (BAU) forecast and an Adjusted BAU forecast, which considers the anticipated effects of State regulations and adopted policies. The measures and targets within the CAARP are designed to align with ambitious statewide reduction goals: 40 percent below 1990 levels by 2030 (as per SB 32) and achieving 85 percent below 1990 levels along with statewide carbon neutrality by 2045 (as per AB 1279). The CAARP sets a near-term target for 2035 and a long-term target for 2045. Quantitative modeling indicates that the City's 2035 target would be achieved through implementation of the CAARP measures, but additional reductions of approximately 7,000 metric tons of carbon dioxide equivalent (MTCO₂e) per year would be necessary to reach the 2045 target.

Specific objectives outlined in the CAARP include achieving 100-percent carbon-free electricity for buildings, significant electrification of both new and existing residential and non-residential buildings, aiming for a high percentage of local vehicles to be zero-emission vehicles (ZEVs), and substantial reductions in vehicle miles traveled (VMT) and the volume of waste sent to landfills. The CAARP specifically focuses on implementing strategies to reduce VMT by providing subsidized or discounted

transit passes, improving pedestrian and bicycle infrastructure, and encouraging the use of public transportation by extending network coverage and hours. Furthermore, the Plan includes measures to limit residential parking supply and unbundle its costs from the cost of housing, as well as the implementation of market-priced public parking to incentivize a shift away from private vehicle use.

A critical component of the CAARP's development has been extensive community outreach and engagement. This process involved in-person and online surveys, as well as virtual focus groups, with materials translated into Spanish to ensure broad participation and accessibility. Key insights from this engagement highlighted community priorities such as improving health, saving money, and enhancing resilience and safety as the most important co-benefits of GHG reduction strategies. With regard to climate change effects, top concerns identified by the community included exacerbation of poor air quality, extreme heat and heat waves, and drought and water supply. Other key priorities identified through outreach included improving active transportation and public transit, planting trees for cooling and beautification, and limiting trucking and industrial uses.

Furthermore, the CAARP incorporates a Climate Change Vulnerability Assessment that thoroughly examines the City's exposure and sensitivity to various climate change hazards, and evaluates risks related to extreme heat, air pollution, extreme storms and stormwater flooding, drought, and vector-borne diseases. It also considers the vulnerabilities of specific populations and critical infrastructure, including buildings and critical assets, thereby informing the development of targeted adaptation and resilience strategies.

Regional Location and Setting

The City is located in southeastern Los Angeles County, approximately eight miles southeast of downtown Los Angeles, and is bordered by the cities of Vernon to the north, Commerce to the east, Bell to the south, and Huntington Park to the west.² **Figure 1, Regional Location**, shows the regional location of the City and **Figure 2, Plan Location**, illustrates the plan boundaries of the CAARP, which is contiguous with the City's corporate boundaries, as the CAARP is a city-wide plan. Regional access to Maywood is primarily provided by Interstate 710 (Long Beach Freeway [I-710]), which runs along its eastern border, and Interstate 5 (Santa Ana Freeway [I-5]), located further to the east of I-710.

The City is served by several public transit options, including its own local Maywood Express Transit Fixed Route / Maywood Express Shuttle, which provides free, accessible daily service on a fixed route within the City.³ For residents with disabilities and seniors, a Dial-A-Ride Paratransit service offers curb-to-curb shared transportation within the City and to certain external medical appointments.⁴

² City of Maywood. 2023. 2023 Land Use Element. Approved November 28, 2023. Available at: <https://www.cityofmaywood.com/DocumentCenter/View/2777/Land-Use---Final2?bidId=>, accessed July 29, 2025.

³ City of Maywood. 2023. 2023 Circulation Element. Approved November 28, 2023. Available at: https://www.cityofmaywood.com/DocumentCenter/View/2778/Circulation_FINAL?bidId=, accessed July 30, 2025.

⁴ City of Maywood. 2023. 2023 Circulation Element. Approved November 28, 2023. Available at: https://www.cityofmaywood.com/DocumentCenter/View/2778/Circulation_FINAL?bidId=, accessed July 30, 2025.



Figure 2
Plan Location

Regionally, the City is connected by various Metro Bus lines, such as Line 108 (connecting Marina Del Rey to Pico Rivera), Lines 260/261 (a Metro Local Line), and Line 611 (connecting Huntington Park, Vernon, and Cudahy).⁵ Additionally, while not directly in Maywood, the Metro A Line light rail has a station at Slauson, providing broader regional access.

The City is considered more vulnerable to climate change than other communities in California due to environmental factors, including its geographic location and urbanized landscape, both of which make the City prone to localized flooding and extreme heat. The Los Angeles River also runs along the City's eastern border, which is designed to minimize the risk of flooding, but could also contribute to future flood risks associated with climate change and increased flood flows within the River channel. The City is also located in proximity to industrial facilities that contribute to pollution, and proximity to freeways, which contributes to environmental concerns, such as air pollution.⁶ Specifically, baseline air pollution is already high in the City, with diesel particulate matter (PM) concentrations higher than 90 percent of California communities and PM2.5 concentrations exceeding the 85th percentile statewide.

General Plan Designation and Zoning

The CAARP would be implemented citywide and would apply to all General Plan and zoning designations. The CAARP does not directly propose changes to the existing General Plan or zoning designations.

Climate Action, Adaptation, and Resilience Plan (CAARP)

The City is actively developing and would adopt its first CAARP to create a healthy, safe, and environmentally responsible community. The proposed Project includes the adoption and implementation of the CAARP, which would serve as a crucial tool for the City to address the pressing challenges posed by climate change. The CAARP establishes a comprehensive framework designed to reduce GHG emissions and enhance the community's resilience to the impacts of climate change. It would outline a strategic roadmap, comprising clear goals, innovative strategies, and actionable measures aimed at accelerating the reduction of GHG emissions. Furthermore, it would emphasize the importance of enhancing the City's capacity, as well as that of its residents, to effectively adapt to and mitigate the adverse effects of climate change.⁷ The CAARP contains strategies and measures for reducing community GHG emissions and for adapting and increasing resilience to climate change.

As part of this effort, Environmental Science Associates (ESA) completed a Phase 1 Assessment for the CAARP, summarized in a memorandum dated September 15, 2023 (Appendix A). This assessment included an update to the 2010 community GHG inventory and analysis of emission trends, and emissions forecasts for the City, quantifying GHG emissions that occurred throughout the calendar year 2015 from activities within the City by residents, businesses, and the City government. In Phase 2 (CAARP

⁵ City of Maywood. 2023. 2023 Circulation Element. *Figure 6: Commuting To Work Via Public Transit*. Approved November 28, 2023. Available at: https://www.cityofmaywood.com/DocumentCenter/View/2778/Circulation_FINAL?bidId=, accessed July 30, 2025.

⁶ City of Maywood. 2023. 2023 Environmental Justice (EJ) Element. Approved November 28, 2023. Available at: <https://www.cityofmaywood.com/273/General-Plan>, accessed July 30, 2025.

⁷ City of Maywood. 2025. Climate Action, Adaptation, and Resilience Plan. Available at: <https://www.cityofmaywood.com/411/Climate-Action-Adaptation-and-Resilience>, accessed July 30, 2025.

development), ESA completed another update to the community GHG inventory for calendar year 2023. These updates provide an understanding of where GHG emissions originate and informed the development of emission reduction strategies and actions that were developed as part of the CAARP. The 2015 and 2023 inventories used the same methodology as the 2010 inventory, ensuring comparability of emissions.

The 2023 community GHG inventory reported total emissions of 85,607 MTCO₂e. A majority of these emissions were generated from on-road transportation (55 percent). The remaining emissions came from natural gas and electricity use (27 percent), solid waste disposal (6 percent), short-lived climate pollutants (5 percent), off-road equipment (3 percent), water supply (3 percent), and wastewater treatment (1 percent).

The CAARP also includes emissions forecasts, providing a basis against which GHG reduction programs can be quantified. The BAU forecast, projected forward from the 2023 inventory, indicates future community GHG emissions of 84,956 MTCO₂e for 2035 and 83,881 MTCO₂e for 2045. The adjusted BAU forecast, which accounts for state regulations and adopted policies, predicts community GHG emissions of 68,948 MTCO₂e for 2035 and 34,409 MTCO₂e for 2045, representing reductions of approximately 22 percent below 2010 levels by 2035 and 61 percent below 2010 levels by 2045. To meet the City's near-term 2035 target, the CAARP's reduction measures are modeled to provide a reduction of 11,121 MTCO₂e, which is sufficient to achieve the 2035 goal. However, to reach the 2045 target, an additional approximately 7,000 MTCO₂e in annual reductions would be required beyond the measures currently outlining in the CAARP.

Upon adoption of the proposed CAARP, the City would implement its reduction measures, monitor progress, and evaluate effectiveness to adjust and improve performance.

Transportation VMT Reduction Strategies

Table 1, *City of Maywood CAARP VMT Reduction Strategies*, serves as a comprehensive overview of Maywood's proposed CAARP VMT reduction strategies, which are a key driver of potential GHG emissions for the City. These strategies, taken as a whole, are designed to function as a clear and actionable guide for implementing measures that would help reduce GHG emissions from the transportation sector. Table 1 systematically organizes each measure by a unique identifier (e.g., Measure T-1, Measure T-2, etc.) with a descriptive title, and then categorizes each of them based on their respective implementation timeline and scale. This structure allows for a well-planned and strategic approach to tackling transportation-related emissions.

TABLE 1
CITY OF MAYWOOD CAARP VMT REDUCTION STRATEGIES

Measure ID	Measure Name	Category	2035 Implementation	2045 Implementation
T-1	Increase Residential Density	Land Use	Increase Residential Density through 258 new units	Increase Residential Density through 344 new units
T-2	Increase Job Density	Land Use	Increase Job Density through 515 thousand new square feet increase of commercial, industrial, and public/quasi-public land	Increase Job Density through 687 thousand new square feet increase of commercial, industrial, and public/quasi-public land
T-3	Provide Transit-Oriented Development	Land Use	Develop Transit-Oriented Developments through 253 residential units and 115 thousand square feet of office space within half mile of Slauson Ave and Atlantic Blvd high quality transit stop	Develop Transit-Oriented Developments through 338 residential units and 153 thousand square feet of office space within half mile of Slauson Ave and Atlantic Blvd high quality transit stop
T-4	Integrate affordable and Below Market Rate Housing	Land Use	Complete construction of a 61-unit affordable housing project and continued development	Complete construction of a 61-unit affordable housing project and continued development
T-7	Implement Commute Trip Reduction Marketing	Trip Reduction Programs	Implement Commute Trip Reduction Marketing for approximately 400 Employees (10%)	Implement Commute Trip Reduction Marketing for approximately 400 Employees (10%)
T-9-A	Implement Subsidized or Discounted Transit Program	Trip Reduction Programs	Implement a Subsidized Transit Pass Program for 670 households (10%)	Implement a Subsidized Transit Pass Program for 670 households (10%)
T-10	Provide End-of-Trip Bicycle Facilities	Trip Reduction Programs	Install EOT Bike Facilities (including showers) for approximately 750 new employees	Install EOT Bike Facilities (including showers) for approximately 750 new employees
T-13	Implement Employee Parking Cash-Out	Parking or Road Pricing/Management	Implement Employee Parking Cashout Program for approximately 400 Employees (10%)	Implement Employee Parking Cashout Program for approximately 400 Employees (10%)
T-16	Unbundle Residential Parking Costs from Property Cost	Neighborhood Design	Unbundle Residential Parking Costs for approximately 300 new multifamily dwelling units	Unbundle Residential Parking Costs for approximately 300 new multifamily dwelling units
T-19-B	Construct or Improve Bike Boulevard	Neighborhood Design	Construct 9 miles of new Class III Bike Facilities identified by Maywood Active Transportation Plan	Construct 9 miles of new Class III Bike Facilities identified by Maywood Active Transportation Plan
T-23	Community-Based Travel Planning	Trip Reduction Programs	Implement Community-Based Travel Planning for 20% of residents	Implement Community-Based Travel Planning for 20% of residents
T-24	Implement Market Price Public Parking (On-Street)	Parking or Road Pricing/Management	Implement market priced parking along Slauson Avenue and Atlantic Avenue near future mixed-use developments	Implement market priced parking along Slauson Avenue and Atlantic Avenue near future mixed-use developments
T-25	Extend Transit Network Coverage or Hours	Transit	Expand Maywood Express service hours by 3 hours each day and full Saturday coverage	Expand Maywood Express service hours by 3 hours each day and full Saturday coverage
T-26	Increase Transit Service Frequency	Transit	Expand Maywood Express frequency from every 38 minutes to 20 minutes	Expand Maywood Express frequency from every 38 minutes to 20 minutes
Other	Mobility Hubs	Neighborhood Design	Construct Slauson Avenue and Atlantic Boulevard mobility hub	Construct Slauson Avenue and Atlantic Boulevard mobility hub

The measures are categorized into three distinct timelines to guide implementation: short-term (1-2 years), mid-term (3-5 years), and long-term (6 or more years). Short-term measures are those that can be implemented within one to two years, such as promoting transit-oriented development by placing more housing, shops, and services near transit stops to encourage alternative modes of transportation (Measure M2). Mid-term measures, which have a three- to five-year timeline, include more complex efforts like expanding access to public transit, which would include modifying existing transit service operations, frequencies, and prices (Measure M1). Lastly, long-term measures, requiring 6 or more years, encompass major infrastructure projects like improving street design that supports active transportation and expanding bicycle and pedestrian networks (Measure M3). This phased approach ensures that the City can make continuous progress, starting with immediate actions while planning for future, more extensive projects.

The scale of each measure defines its scope and where it would be applied. The scales include community-wide, City facilities, employment centers, and residential projects. For example, improving pedestrian and bicycle networks are classified as community-wide measures (Measure M3), affecting all residents. In contrast, providing subsidized transit programs (Measure M1) might be targeted specifically at City facilities and employment centers to encourage commuters to use public transportation. Measures like adjusting parking policies to reduce traffic congestion, which encourages people to use more sustainable transportation options (Measure M5), are focused on new or existing residential projects. This varied scale ensures that the VMT reduction efforts are tailored to different sectors of the community.

The measures themselves cover a wide range of strategies aimed at shifting transportation modes from private vehicles to more sustainable options under the Smart Mobility and Active Transportation (M) strategy. Table 1 includes actions to promote public transit usage via financial incentives and service enhancements (Measure M1), encourage walking and biking through infrastructure improvements (Measure M2), promote Transportation Demand Management (TDM) programs for local employers and schools to support carpooling and vanpools (Measure M3), and influence travel behavior through parking management strategies (Measure M4). The inclusion of affordable housing as a VMT reduction measure also highlights an integrated approach that connects transportation planning with land use and housing policy. Overall, Table 1 provides a structured, multi-faceted plan for achieving significant reductions in VMT and associated GHG emissions.

The implementation of these VMT reduction strategies, while primarily aimed at reducing overall VMT and associated GHG emissions, may have secondary environmental impacts. For instance, measures that increase bus ridership and transit network coverage could lead to a temporary increase in emissions from bus trips. Similarly, the construction of new bicycle and pedestrian facilities could have temporary localized impacts. However, the overall long-term benefits of reduced VMT, fewer individual vehicle trips, and a shift to more sustainable transportation modes, taken collectively, are expected to far outweigh these short-term or localized impacts. The ultimate goal of these strategies is a net reduction in emissions and an improvement in overall air quality and community health.

State GHG Reduction Efforts

The City's CAARP is designed to be fully consistent with California's ambitious statewide goals for GHG emission reductions. Specifically, the CAARP would align with the targets expressed in key state legislation, including AB 32, SB 32, and AB 1279, as well as the strategies outlined in the California Air Resources Board's (CARB) Scoping Plan. Through this alignment, the City's CAARP would set GHG reduction targets and emission reduction pathways that align with the statewide targets of 40 percent below 1990 levels by 2030 (as mandated by SB 32) and 85 percent below 1990 levels, coupled with statewide carbon neutrality, by 2045 (as pursuant by AB 1279). The City's near-term target for 2035 is explicitly designed to meet or exceed the level of reduction required by SB 32 for the State's 2030 target.

Furthermore, the CAARP's measures and actions would be thoughtfully integrated with existing state planning and funding efforts that connect land use and transportation. This includes consistency with the principles of SB 375, which promotes sustainable communities by linking regional transportation plans with land-use decisions, and SB 379, which requires local governments to incorporate climate adaptation and resiliency strategies into their general plans. The CAARP would support transit-oriented development and active transportation initiatives, leveraging state policies that encourage compact, mixed-use communities and alternative modes of transport to reduce VMT and associated emissions. This includes promoting measures such as end-of-trip bicycle facilities and enhanced pedestrian network improvements.

The City's CAARP would also strategically align with the state's significant financial investments in climate action. It would seek consistency with programs like California Climate Investments, a statewide initiative that directs billions of Cap-and-Trade dollars towards reducing GHG emissions annually. Moreover, the CAARP would be positioned to benefit from billions of dollars in state investments allocated through 2025 for building wildfire resiliency, addressing drought impacts, bolstering water resilience, protecting vulnerable communities from climate risks, advancing zero-emission vehicle goals, promoting climate-smart agriculture, and supporting the circular economy. Critically, the CAARP would align with state policies to direct funding towards projects that benefit disadvantaged and low-income communities, as stipulated by SB 535 and AB 550, ensuring that grant funding proposals are consistent with state planning priorities that promote infill development, resource-efficient new development, and local economic development.

The following section presents an overview of these statewide actions included in the proposed CAARP.

EO S-3-05

Executive Order S-3-05 established foundational statewide GHG emission reduction targets for California, aiming to return to 2000 levels by 2010, 1990 levels by 2020, and 80 percent below 1990 levels by 2050. This executive order has been superseded by legislation, but it provides the historical context and initial ambition for the state's climate action, setting the precedent for the deep decarbonization goals that the City's CAARP would contribute to at a local level.

EO B-30-15

Executive Order B-30-15 sets an interim statewide GHG reduction target of 40 percent below 1990 levels by 2035, bridging the gap between the 2020 and 2050 goals established by EO S-3-05. This executive

order has also been superseded by legislation, but its target was codified into law by SB 32, which now mandates the 40 percent reduction by 2030.

Additionally, AB 1279 has further updated the state's climate goals, setting a new policy for California to achieve carbon neutrality by no later than 2045 and to reduce statewide human-made GHG emissions to at least 85 percent below 1990 levels by 2045.

EO S-1-07

Executive Order S-1-07 is associated with the establishment of California's Low Carbon Fuel Standard (LCFS). The LCFS plays a significant role in reducing the carbon intensity of transportation fuels statewide. For the City's CAARP, the LCFS represents a key statewide action that contributes to on-road transportation emission reductions within the City, a sector identified as a major GHG contributor in the City's 2023 inventory.

California Global Warming Solutions Act of 2006 (AB 32)

This landmark legislation codified California's commitment to reduce statewide GHG emissions to 1990 levels by 2020, solidifying the targets initially set by EO S-3-05. The City's CAARP builds upon the regulatory framework and foundational understanding of GHG emissions established by AB 32, ensuring the City's local efforts are consistent with and contribute to the overarching statewide legal mandate for climate action.

California Global Warming Solutions Act of 2006 (SB 32)

This bill solidified the 2030 GHG reduction target of 40 percent below 1990 levels, which was initially set by EO B-30-15, into law. For the City's CAARP, SB 32 provides the statutory basis for the City's near-term GHG reduction target for 2035, ensuring that the local targets and strategies are legally aligned with California's mandated statewide emissions reductions.

California Climate Crisis Act (AB 1279)

Approved in 2022, AB 1279 significantly advances California's climate ambition by establishing a policy to achieve net-zero GHG emissions as soon as possible, but no later than 2045, and to ensure statewide anthropogenic GHG emissions are reduced by at least 85 percent compared to 1990 levels by the same year. The City's CAARP would set GHG reduction targets and emission reduction pathways specifically aligned with these aggressive long-term goals, demonstrating the City's commitment to deep decarbonization.

California Endangered Species Act: Take of Species: Renewable Electrical Generation Facilities (AB 550)

While the broader California Endangered Species Act (CESA) is critical for protecting biodiversity, AB 550 specifically deals with the take of species in relation to renewable electrical generation facilities. Its relevance to the City's CAARP lies in ensuring that the development or expansion of any renewable energy projects or infrastructure within or impacting the City, as part of its climate efforts, are undertaken

in a manner that complies with state environmental protection laws and avoids adverse impacts on endangered species.

Clean Energy and Pollution Reduction Act (SB 350)

SB 350 established ambitious statewide renewable energy and energy efficiency targets, including increasing renewable electricity to 50 percent by 2030 and doubling statewide energy efficiency savings. The City's CAARP benefits from and relies on the implementation of SB 350 through its contributions to a cleaner energy grid and enhanced energy efficiency measures, which directly reduce GHG emissions within the City's residential and non-residential sectors.

Sustainable Communities and Climate Protection Act of 2008 (SB 375)

SB 375 aims to reduce GHG emissions from cars and light trucks by aligning regional transportation planning with housing needs and land-use decisions. The City's CAARP thoughtfully integrates its measures and actions with the principles of SB 375 by emphasizing land use and transportation linkages, supporting transit-oriented development, and promoting active transportation to reduce VMT, a major source of emissions in the City.

Residential Solar Energy Systems (SB 379)

SB 379 requires cities and counties in California to incorporate climate adaptation and resiliency strategies into the safety element of their general plans. This includes identifying vulnerabilities to climate change impacts such as extreme heat, drought, wildfires, and sea-level rise, and then developing policies and programs to address these risks. For the City's CAARP, SB 379 is highly relevant as it mandates the integration of these crucial adaptation and resilience strategies, ensuring the City's plan comprehensively addresses its specific climate vulnerabilities and builds community-wide capacity to prepare for and withstand future climate impacts.

Disadvantaged Communities (SB 535)

SB 535 requires that a significant portion of California Climate Investments funds be directed to projects that benefit disadvantaged communities, ensuring equitable distribution of climate benefits. The CAARP would align with the state's policies to direct funding towards projects that benefit its disadvantaged and low-income communities, leveraging opportunities for grant funding that are consistent with promoting infill development and local economic development in these areas.

CARB's Scoping Plan Update

The CARB's Scoping Plan is the state's comprehensive framework for achieving its GHG reduction targets, outlining various regulations, programs, and initiatives. CARB's scoping Plan provides the most current strategic direction for California's climate efforts, and the City's CAARP is designed to be consistent with and informed by this plan, ensuring its local actions contribute effectively to the broader statewide climate strategy.

Regional Sustainability and GHG Reduction Efforts

The City has committed to implementing regional policies related to GHG emissions reductions. As follows is a summary of the existing regional GHG emissions reduction efforts, which the City's CAARP is intended to be consistent with or exceed.

Southern California Association of Governments (SCAG) Connect SoCal 2024

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. In April 2024, SCAG's Regional Council formally adopted Connect SoCal 2024 (Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS]).

The Connect SoCal 2024 builds upon the progress made through implementation of the Connect SoCal 2020 and includes strategies to focus growth near destinations and mobility options, promote diverse housing choices, leverage technology innovations, and support implementation of sustainability policies. The Connect SoCal 2024 establishes a land use vision of center-focused placemaking, concentrating growth in and near Priority Development Areas (PDA's), transferring of development rights, urban greening, creating greenbelts and community separators, and implementing regional advance mitigation.

The Connect SoCal 2024 also demonstrates the region's ability to attain and exceed the GHG emission reduction targets established by the State of California and guided by the CARB Scoping Plan (e.g., reducing emissions by 40 percent below 1990 by 2030 and reaching carbon neutrality by 2045); and outlines the region's plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands.

The City's CAARP would align its strategies and goals with Connect SoCal's regional vision, particularly regarding land use and transportation planning that supports GHG reduction, such as the integration of affordable and below-market rate housing and limiting residential parking supply.

Our Next LA: 2020 Long Range Transportation Plan

The Los Angeles County Metropolitan Transportation Authority (LA Metro) prepared the 2020 Long Range Transportation Plan to provide Los Angeles County (88 cities and unincorporated County area) with a long-range, comprehensive transportation plan for identifying and resolving transportation issues. Transportation planning objectives and policies include improving mobility options through an equitable and sustainable approach and reducing Los Angeles County roadway congestion.

As a city within Los Angeles County, the City's CAARP and its focus on sustainable transportation, active transportation, and transit-oriented development directly contribute to and are consistent with LA Metro's long-range transportation objectives for the county, aiming to improve mobility and reduce congestion and associated emissions.

Local Sustainability and GHG Reduction Efforts

The CAARP represents the City's primary and most comprehensive focus on GHG reduction efforts and sustainability. The CAARP aims to be the central guiding document for the City's environmental efforts in this regard.

The CAARP encompasses several key elements that address GHG reduction and sustainability:

- **Goals and Targets:** It would include clear goals and GHG reduction targets for 2035 and 2045 that align with state mandates such as achieving 40 percent below 1990 levels by 2030 (SB 32) and 85 percent below 1990 levels with statewide carbon neutrality by 2045 (AB 1279).
- **Emission Reduction Measures:** The CAARP would outline specific strategies and actionable measures designed to reduce GHG emissions across various sectors within the City, including transportation, energy consumption, and waste management.
- **Climate Adaptation and Resilience Strategies:** Beyond emission reduction, the CAARP would integrate strategies to enhance the community's capacity to adapt to and mitigate the adverse effects of climate change, addressing local vulnerabilities like extreme heat and flooding.
- **Updated GHG Inventory and Forecasts:** The CAARP relies on foundational data, including community GHG inventories for 2010, 2015 and 2023 (see Appendix B: 2023 GHG Inventory Update Memorandum), which provides a detailed assessment of the City's emissions baseline and forecasts, informing the development of reduction strategies.

While the CAARP is the proposed Project for the purposes of CEQA, its development involves incorporating a number of existing City initiatives and aligning those with State policies that support sustainability and GHG reduction. To this end, the City has completed the following key planning documents that inform and support the CAARP:

- **Phase 1 Assessment: Climate Action, Adaptation, and Resilience Plan (September 2023):** This established the foundation for the City's comprehensive climate strategy, providing a detailed GHG inventory, identifying community vulnerabilities, and recommending state-aligned GHG reduction targets.
- **The 2023 Safety Element of the General Plan (November 2023):** The 2023 Safety Element updated the City's approach to public safety in the context of climate change, incorporating a climate vulnerability assessment, addressing risks from heat, drought, and flooding, and setting goals to build disaster resilience.
- **The Energy Resilience Action Plan (ERAP, December 2024):** This plan focused on strengthening the resilience of critical facilities and future resilience hubs (Like City Hall, Teen Center, YMCA, and Cesar Chavez Library) against power outages, recommending phased investments in energy efficiency, solar, battery storage, and electric vehicle (EV) infrastructure.
- **The Local Hazard Mitigation Plan (LHMP, June 2025 Draft):** The LHMP provided a comprehensive risk assessment of natural and human-caused hazards, detailing mitigation actions for high-priority risks, and emphasizing integration with other City plans.

Furthermore, the CAARP is designed to meet the criteria presented in CEQA Guidelines Section 15183.5(b), which relates to plans for the reduction of GHG emissions and how they can be used to streamline CEQA analysis. By measuring current emissions, setting clear goals, identifying practical strategies, and tracking progress, the CAARP is considered a CEQA-qualified GHG reduction plan. This allows the City to simplify the environmental review process for future development projects that can demonstrate consistency with the CAARP's GHG reduction measures.

Baseline Conditions: GHG Inventories

Baseline Inventory

The baseline community GHG inventory in the CAARP includes emissions from calendar year 2010, and is organized into categories based on the following sources:

- **On-road Transportation:** Emissions associated with all on-road vehicles, including passenger cars, light-, medium-, and heavy-duty trucks, buses, motorcycles, and mobile homes.
- **Electricity:** Emissions from metered electricity consumption used in buildings and facilities, generated by power plants that produce electricity.
- **Natural Gas:** Emissions from metered natural gas consumption.
- **Off-Road Equipment:** Emissions from using off-road vehicles and equipment such as construction, agricultural, and lawn and garden equipment.
- **Solid Waste:** Emissions from waste disposal in landfills; these emissions result from the decomposition of organic material sent to landfills but do not include waste hauling emissions reflected in the on-road transportation sector.
- **Water Supply:** Emissions associated with energy used for water treatment, transport, and distribution.
- **Wastewater:** Process and fugitive emissions from domestic sewage treatment and effluent discharge.
- **Short-Lived Climate Pollutants (SLCP):** Emissions from sources of SLCPs.

As shown in **Table 2, *City of Maywood 2010 GHG Emissions***, the City generated a total of 88,721 MTCO₂e in 2010. The majority of these emissions were generated from on-road transportation (51.5 percent). The remaining emissions came from natural gas and electricity use (30.5 percent), water supply and wastewater treatment (6.6 percent), solid waste disposal (6.5 percent), short-lived climate pollutants (3.1 percent), off-road equipment (1.8 percent).

TABLE 2
CITY OF MAYWOOD 2010 GHG EMISSIONS

Sector	Emissions (MTCO ₂ e)	Percent of Total (%)
On-Road Transportation	45,712	51.5
Natural Gas and Electricity	27,103	31.5
Water Supply and Wastewater Treatment	5,871	6.6
Solid Waste	5,727	6.5
Short-lived Climate Pollutants	2,749	3.1
Off-Road Equipment	1,560	1.8
Total	88,721	100%

GHG Inventory Updates

The CAARP includes updates to the community GHG inventory for the years 2015 and 2023. As shown in **Table 3**, *City of Maywood 2023 GHG Emissions*, the 2023 community GHG inventory reported total emissions of 85,607 MTCO₂e, which represents a decrease of approximately 4 percent from 2010 levels. The majority of these emissions were generated from on-road transportation (54.5 percent). The remaining emissions came from natural gas and electricity use (26.6 percent), solid waste disposal (6.2 percent), short-lived climate pollutants (5.4 percent), water supply and wastewater treatment (4.1 percent) and off-road equipment (2.9 percent).

TABLE 3
CITY OF MAYWOOD 2023 GHG EMISSIONS

Sector	Emissions (MTCO ₂ e)	Percent of Total (%)
On-Road Transportation	46,942	54.8
Natural Gas and Electricity	22,741	26.6
Solid Waste	5,322	6.2
Short-lived Climate Pollutants	4,602	5.4
Water Supply and Wastewater treatment	3,519	4.1
Off-Road Equipment	2,481	2.9
Total	85,607	100%

Note: MTCO₂e = carbon dioxide equivalent.

GHG Forecasts

The City's CAARP includes BAU and Adjusted BAU forecasts of GHG emissions for the target years 2035 and 2045. Under BAU conditions, GHG emissions are expected to grow to 84,598 MTCO₂e by 2035 and 83,881 MTCO₂e by 2045, assuming no change to vehicle efficiency standards, building energy standards, and grid electricity emission factors that existed in 2023. The Adjusted BAU forecast, which accounts for State regulations and adopted State policies, predicts community GHG emissions of 49,544 MTCO₂e for 2035 and 34,409 MTCO₂e for 2045. These represent significant decreases from the 2010

baseline, of approximately 44 percent by 2035 and 61 percent by 2045, respectively. These reductions are expected to come from the on-road transportation and energy sectors, due to policies like vehicle efficiency rules (i.e., the Advanced Clean Car II standards⁸) and renewable energy standards (i.e., the State renewables portfolio standard, or RPS).

GHG Reduction Targets

The City's CAARP establishes GHG reduction targets and emission reduction pathways that are aligned with statewide reduction targets as expressed in SB 32 (40 percent below 1990 levels by 2030) and AB 1279 (85 percent below 1990 levels as well as statewide carbon neutrality by 2045). With the CAARP due to be adopted in 2026, sufficient time will be needed to fund and implement its GHG measures, particularly those that require significant funding or changes in land use; as such, the CAARP uses 2035 for its near-term target, interpolating between state-aligned targets for 2030 and 2045.

As shown in **Figure 3**, *Maywood CAARP Draft GHG Emissions Targets Aligned with State Mandates*, 2035 and 2045 state-aligned targets for the City of Maywood represent reductions of approximately 42 percent and 86 percent from the City's 2010 baseline, respectively. The interpolated target for 2035 represents a 57 percent reduction from the 2010 baseline. In terms of annual community-wide GHG emissions, the 2035 target is equivalent to 38,446 MTCO₂e, while the 2045 target is equivalent to 12,421 MTCO₂e. The graph illustrates the contribution needed from the CAARP's local reduction measures that would enable the City of Maywood to achieve these targets.

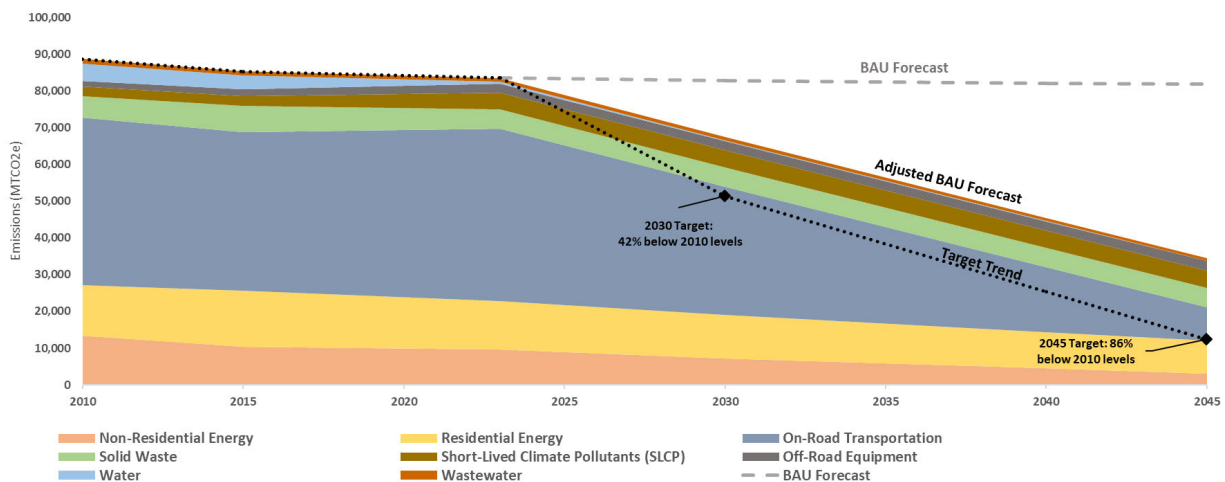


Figure 3
Maywood CAARP Draft GHG Emissions Targets Aligned with State Mandates

⁸ The Advanced Clean Cars II regulation, adopted by CARB to require 100% zero-emission new passenger vehicle sales by 2035, is currently subject to potential legal and federal challenges. In particular, lawsuits questioning California's waiver authority under the Clean Air Act could affect the enforceability of the regulation. However, the regulation remains in effect until otherwise determined by the courts or federal agencies.

GHG Reduction Strategies and Measures

The CAARP's measures and actions will be integrated with state planning and funding efforts that link land use and transportation, and support transit-oriented development and active transportation to achieve these goals. The CAARP incorporates seven strategies that target emissions associated with energy, buildings, transportation, water consumption, and waste. These strategies are summarized below:

1. **Clean Energy (E):** This strategy aims to decarbonize the energy used throughout the City. Measures under this strategy reduce emissions from electricity used by buildings by increasing the percentage of power being supplied by renewable (zero-carbon) electricity and transitioning away from natural gas as an energy source towards more use of clean electricity for heating purposes.
2. **Green Building and Infrastructure (B):** This strategy focuses on reducing building energy consumption, especially natural gas. Measures under this strategy would reduce the amount of energy buildings consume by improving energy efficiency and promoting all-electric buildings.
3. **Zero-Emission Vehicles (V):** This strategy addresses the biggest contributor of GHG emissions in the City. Measures under this strategy support the shift to zero-emission vehicles (ZEVs), which include battery electric vehicles (BEVs), plug-in battery vehicles (PEVs), and hydrogen fuel cell vehicles (FCEVs).
4. **Smart Mobility and Active Transportation (M):** This strategy focuses on reducing VMT by integrating regional land use, housing, and transportation strategies that are geared towards reducing vehicle trips and increasing active transportation. Measures under this strategy are aimed to reduce total annual VMT in the City.
5. **Off-Road Equipment Electrification (O):** This strategy accelerates the transition of off-road equipment (e.g., construction, lawn, and garden), from fossil fuels to zero-emission electric technologies. Measures under this strategy would contribute towards the City's climate goals through cleaner equipment standards, municipal procurement practices, and partnerships with contractors that use low-emission or electric equipment.
6. **Recycling & Organic Waste Diversion (R):** This strategy seeks to reduce the amount of waste sent to landfills through recycling and diversion programs. Measures under this strategy would reduce GHG emissions from solid waste disposal by reducing overall waste generation and increasing the diversion of organic waste (food scraps, yard trimmings) from landfills to limit the production of methane.
7. **Water Conservation and Reuse (W):** This strategy aims to reduce emissions associated with the energy needed to treat, transport, and deliver water. Measures under this strategy would reduce the amount of water consumed in the City through building off existing water-efficiency requirements.

Table 4, Maywood CAARP GHG Reduction Measures, provides a summary of all of the CAARP's GHG reduction measures and how each will help the City achieve its GHG reduction and climate action goals. Key implementing actions for each measure outline the specific steps to achieve the City's GHG emission reduction targets, including developing programs, hosting outreach and education activities, coordinating with community partners, conducting studies, and exploring incentives and regulatory updates. These actions identify what must be done within both the community and municipal operations, when applicable, to ensure successful implementation.

TABLE 4
MAYWOOD CAARP GHG REDUCTION MEASURES

Measure/Action		Performance Objectives
Clean Energy (E)		
Measure E1: Procure Zero-Carbon Electricity for Residents and Businesses (Estimated Annual GHG Emission Reductions [MTCO ₂ e]: 2035: 1,440 2045: 0)		
Community		
Action 1	Conduct a feasibility study that assesses technical, financial, legal, and policy implications of joining the CPA on behalf of residents and businesses	By 2035: 100% participation (community-wide) of utility customers purchasing 100% zero-carbon electricity. By 2045: Under state law, all utility-provided electricity in California will be carbon free
Action 2	Join CPA: Upon City Council approval, apply to join CPA's Joint Powers Authority (JPA), and once approved, select 100 percent Green Power as the default option for residential and commercial accounts	
Action 3	Partner with CPA on customer outreach and education on the benefits of clean energy, including cleaner air and reduced health risks from fossil fuel combustion	
Action 4	Require new development projects to operate on 100 percent zero-carbon electricity, through on-site generation or procurement from a third party (e.g., CPA)	
Action 5	Increase enrollment in the California Alternate Rates for Energy (CARE) and Family Electric Rate Assistance (FERA) programs discount programs upon CPA enrollment	
Action 6	Increase multilingual (English/Spanish) bill-impact counseling	
Measure E2: Increase Local Renewable Energy Production (Estimated Annual GHG Emission Reductions [MTCO ₂ e]: 2035: 321 2045: 0)		
Community		
Action 1	Partner with utilities and CBOs to educate building owners and homeowners on the Solar Automated Permit Process (SolarAPP+) and other solar incentives, including those that deliver low-cost solar to income-qualified households	By 2035: Install rooftop solar panels on 15% of eligible roofs By 2045: Install rooftop solar panels on 50% of eligible roofs
Action 2	Increase local participation in and awareness of training opportunities for solar energy jobs provided by regional workforce development organizations	
Action 3	Monitor displacement risk and implement protective measures as necessary, which could include strengthening tenant protections during building renovations, limiting passthrough costs of capital improvements to tenants, and increasing home ownership rates for existing residents Incorporate affordability safeguards into infrastructure upgrades do not disproportionately impact low-income households	

Measure/Action		Performance Objectives
Municipal Operations		
Action 4	Conduct solar feasibility studies at City owned buildings	By 2035: Install rooftop solar panels on 15% of eligible City building roofs By 2045: Install distributed energy sources (DES) on 50% of eligible City building roofs
Action 5	Install rooftop solar at eligible municipal facilities	
Action 6	Explore community solar programs at community centric municipal facilities (libraries, community centers, etc.)	
Measure E3: Procure Zero-Carbon Electricity for Local Government Operations (Estimated Annual GHG Emission Reductions [MTCO ₂ e]: 2035: 1,440 2045: 0)		
Municipal Operations		
Action 1	Conduct a feasibility study that assesses technical, financial, legal, and policy implications of joining the CPA to purchase power for municipal operations	By 2035: 100% green power purchases for City-owned electricity By 2045: Under state law, all utility-provided electricity in California will be carbon free
Action 2	Join CPA: Upon City Council approval, apply to join CPA’s Joint Powers Authority (JPA), and once approved, select 100% Green Power as the default option for City accounts	
Action 3	Purchase 100 percent Green Power from CPA for all City electricity use including City-owned buildings, street lights, and traffic signals	
Measure E4: Increase the Use of Energy Storage and Microgrids (Estimated Annual GHG Emission Reductions [MTCO ₂ e]: Supportive.)		
Community		
Action 1	Partner with utilities and CBOs to educate community members and businesses on incentives and advantages of energy storage and microgrids, including data on power outages and power needs.	Not Applicable.
Action 2	Implement regulations to allow or ease constraints for microgrids within the city.	
Action 3	Increase local participation in and awareness of training opportunities for energy storage jobs provided by regional workforce development organizations	
Green Buildings and Infrastructure (B)		
Measure B1: Improve Energy Efficiency of Existing Buildings (Estimated Annual GHG Emission Reductions [MTCO ₂ e]: 2035: 3,623 2045: 7,239)		
Community		
Action 1	Mandate energy-efficiency audits during building ownership transfers (residential and nonresidential)	By 2035: Reduce the energy intensity of existing (as of 2025) residential and commercial buildings by 30%. By 2045: Reduce the energy intensity of existing (as of 2025) residential and commercial buildings by 60%.
Action 2	Partner with utilities to promote rebates and financing options for energy-efficiency upgrades and appliances for heating, lighting, cooking, and other purposes, targeting rebates and direct-install services to lower-income households through multilingual communication	
Action 3	Educate building owners and homeowners on the cost savings of energy-efficiency improvements	

Measure/Action		Performance Objectives
Action 4	Increase local participation in and awareness of training opportunities for energy efficiency jobs provided by regional workforce development organizations	
Action 5	Monitor displacement risk and implement protective measures as necessary, which could include strengthening tenant protections during building renovations, limiting passthrough costs of capital improvements to tenants, and increasing home ownership rates for existing residents	
Action 6	Explore on-bill financing or tarified on-bill repayment models that allow residents to pay for energy efficiency upgrades through future utility savings without taking on personal debt	
Action 7	Explore the feasibility of setting building performance standards for large existing buildings within the City, setting energy targets based on building size	
Action 8	Partner with SoCalREN, SCE, and emPOWER to connect income-qualified residents to no- and low-cost energy-efficiency programs, through bilingual outreach and community partnerships	
Municipal Operations		
Action 9	Adopt a policy that requires natural gas equipment and appliances (i.e., boilers, water heaters, stoves, and HVAC units) at City buildings and facilities to be replaced with all-electric models, when at end of useful life.	By 2035: Reduce the energy intensity of existing (as of 2025) City buildings by 30%. By 2045: Reduce the energy intensity of existing (as of 2025) City buildings by 60% by the year 2045.
Action 10	Conduct energy audits of all municipal buildings to identify cost-effective energy-efficiency opportunities	
Action 11	Implement energy-efficiency improvements identified in energy audits at City-owned buildings and facilities	
Action 12	Publish case studies of building-efficiency improvements to promote successes and strategies to community members and businesses	
Measure B2: Retrofit Existing Buildings to Be All-Electric (Estimated Annual GHG Emission Reductions [MTCO2e]: 2035: 856 2045: 2,935)		
Community		
Action 1	Explore adopting ordinance requiring replacement of air conditioners with electric heat pumps during major building renovations	By 2035: Decarbonize 10% of existing (as of 2025) residential and commercial building energy By 2045: Decarbonize 60% of existing (as of 2025) residential and commercial building energy
Action 2	Host workshops and events to demonstrate the efficacy of all-electric appliances, including stoves, heat pumps, and boilers	
Action 3	Identify and partner with City-approved service providers to review residential energy bills and conduct home visits to provide recommendations for feasible electric appliances	
Action 4	Monitor displacement risk and implement protective measures as necessary, which could include strengthening tenant protections during building renovations, limiting passthrough costs of capital improvements to tenants, and increasing home ownership rates for existing residents	
Action 5	Explore on-bill financing or tarified on-bill repayment models that allow residents to pay for energy efficiency upgrades through future utility savings without taking on personal debt	

Measure/Action		Performance Objectives
Action 6	Connect income-qualified residents to financial assistance for building decarbonization, such as heat-pump rebates, through bilingual outreach and community partnerships	
Action 7	Increase local participation in and awareness of training opportunities for building decarbonization jobs provided by regional workforce development organizations	
Municipal Operations		
Action 8	Conduct all-electric feasibility studies for City-owned buildings and facilities	By 2035: Decarbonize 10% of existing (as of 2025) City building energy By 2045: Decarbonize 60% of existing (as of 2025) City building energy
Action 9	Implement feasible electrification at City-owned buildings and facilities, including electric water heaters, boilers, and cookware.	
Measure B3: Promote All-Electric New Buildings (Estimated Annual GHG Emission Reductions [MTCO ₂ e]: Supportive.)		
Community		
Action 1	Explore amending the permitting process to streamline buildings with all-electric appliances and equipment or that do not construct natural gas infrastructure	Not Applicable.
Action 2	Partner with utilities and promote and expand incentives for all-electric equipment in new buildings	
Action 3	Educate building owners and developers on the costs and emission savings of all-electric equipment	
Action 4	Evaluate potential to pass ordinance that effectively requires new non-residential buildings to be all-electric	
Municipal Operations		
Action 5	Adopt a policy requiring all new buildings built by the City to be all-electric	Not Applicable.
Measure B4: Utilize Cool Surfaces (Estimated Annual GHG Emission Reductions [MTCO ₂ e]: Supportive.)		
Community		
Action 1	Examine the potential to adopt a cool roof and pavement ordinance requiring new buildings and major renovations to meet specific albedo standards	Not Applicable.
Action 2	Partner with COBs and other municipalities to establish or expand a workforce development program for cool roof and pavement projects	
Action 3	Pilot a cool roof and pavement project at a heat vulnerable school or senior center	
Action 4	Host educational events for cool roof and pavement solutions and their benefits	
Action 5	Increase local participation in and awareness of training opportunities for cool surface construction jobs provided by regional workforce development organizations	

Measure/Action		Performance Objectives
Municipal Operations		
Action 6	Explore potential for cool pavement pilot projects at City owned facilities, including parks or community centers	Not Applicable.
Action 7	Inventory cool roofs at City-owned buildings and facilities	
Action 8	Consider adopting a policy to install high-performing cool roofs on new City buildings and roof replacements (i.e., perform better than State building codes).	
Zero-Emission Vehicles (V)		
Measure V1: Provide Supporting Infrastructure for EVs (Estimated Annual GHG Emission Reductions [MTCO ₂ e]: 2035: 2,395 2045: 991)		
Community		
Action 1	Partner with utilities and state entities to provide incentives that encourage businesses to install publicly accessible charging infrastructure.	By 2035: Install 500 public EV chargers in the City By 2035: 55% of all passenger vehicles in Maywood are ZEV (15% higher than state projections) By 2045: 95% of all passenger vehicles in Maywood are ZEV (17% higher than state projections)
Action 2	Conduct EV charger assessment and mapping program to help focus EV charging infrastructure installations in strategic, high-need areas.	
Action 3	Partner with local CBOs to conduct awareness and educational campaigns around EV charging installation processes and incentives, including Clean Cars 4 All, Replace Your Ride, and Equity EV Rebate programs from CARB and South Coast Air Quality Management District (SCAQMD)	
Action 4	Implement a multilingual outreach campaign and a One-Stop EV Charger Permit Portal modeled on SolarAPP+, that streamlines the process for permitting EV charging stations	
Action 5	Examine the potential for an ordinance requiring parking lots and garages to reserve preferred parking spaces for ZEVs	
Action 6	Pilot shared charging hubs at schools, libraries, or municipal lots that can serve multiple users, including residents without private parking	
Municipal Operations		
Action 7	Install public EV charging stations at City owned buildings and facilities that are conveniently accessible and frequently visited by community members.	By 2035: Install 5 public EV chargers at City owned facilities
Action 8	Assess feasibility of reserving preferred spaces for ZEVs at public and City employee parking lots	By 2045: Install 10 EV chargers at City owned facilities

Measure/Action		Performance Objectives
Measure V2: Transition Municipal Fleet to EVs (Estimated Annual GHG Emission Reductions [MTCO _{2e}]: 2035: 2,395 2045: 991)		
Municipal Operations		
Action 1	Conduct feasibility and cost analysis to strategically plan municipal fleet electrification	By 2035: Install 5 public EV chargers at City owned facilities By 2045: Install 10 EV chargers at City owned facilities
Action 2	Electrify municipal fleet in line with feasibility and cost considerations	
Measure V3: Accelerate Freight Decarbonization (Estimated Annual GHG Emission Reductions [MTCO _{2e}]: 2035: 2,395 2045: 991)		
Community		
Action 1	Collaborate with Caltrans and the Ports of Long Beach and Los Angeles on freeway and technology improvements benefitting goods movement industries	Not Applicable.
Action 2	Promote local business and industry participation in SCAQMD's truck and train projects funded through CARB's Goods Movement Emission Reduction Program	
Action 3	Evaluate the potential to adopt low-emission delivery zones that provide priority curb access for zero-emission delivery vehicles in specified loading areas throughout the City, including near schools, senior facilities, parks, and other locations with high pedestrian traffic	
Action 4	Streamline permitting for ZEV charging and clean fueling infrastructure for medium- and heavy-duty vehicles.	
Action 5	Designate and enforce truck routes away from homes and schools, and develop anti-idling protocols	
Action 6	Partner with SCAQMD and local schools to deploy low-cost air quality sensors, share real-time data, and engage residents in identifying air quality hotspots for enforcement or remediation	
Smart Mobility and Active Transportation (M)		
Measure M1: Expand Access to Public Transit (Estimated Annual GHG Emission Reductions [MTCO _{2e}]: 2035: 149 2045: 51)		
Community		
Action 1	Coordinate with surrounding cities, the County, and LA Metro to determine feasibility of increasing frequency or coverage of transit serving Maywood	By 2035: - Implement a Subsidized Transit Pass Program for 670 households - Expand Maywood Express service hours by 3 hours each day and full Saturday coverage
Action 2	Evaluate the potential to expand the Maywood Express to and from schools and surrounding areas	
Action 3	Conduct study to determine economic feasibility of discounting public transit fares for all transit riders	

Measure/Action		Performance Objectives
Action 4	Establish subsidized, discounted, or free transit passes for community members identified in the economic feasibility study	- Expand Maywood Express frequency from every 38 minutes to 20 minutes By 2045: - Maintain a Subsidized Transit Pass Program for 670 households - Maintain Maywood Express service hour extensions as described under the 2035 performance objective - Maintain Maywood Express frequency to every 20 minutes
Action 5	Educate the community on the benefits of using public transportation and the value proposition of transit expansion initiatives and fare adjustments	
Action 6	Examine potential to add more seating and shade at bus stops, partnering with local, state, and regional partners to access funding	
Action 7	Coordinate with LA Metro on expanding regional connectivity	
Action 8	Partner with LA Metro to implement transit-supportive treatments on existing transit routes, which could include infrastructure improvements and traffic signal modifications to improve transit times and reliability throughout the community	
Action 9	Expand participation in LA Metro's Low-Income Fare Is Easy (LIFE) program and explore discounted or free transit options for Maywood Express service.	
Action 10	Ensure future transit stops are accessible and comfortable for people from all backgrounds and all physical abilities.	
Measure M2: Promote Transit Oriented Development (Estimated Annual GHG Emission Reductions [MTCO₂e]: 2035: 469 2045: 194)		
Community		
Action 1	Provide incentives (density bonuses, concessions, and waivers) for dense residential development, including affordable and below market rate housing, near transit routes, including Slauson Avenue and Atlantic Boulevard corridors	By 2035: - Increase Residential Density through 258 new units zoned for and identified by the Housing Element - Increase Job Density through 1,341 thousand square feet increase of new commercial, industrial, and public/quasi-public land uses identified by the Land Use Element - Develop Transit-Oriented Developments through 253 residential units and office space within half mile of Slauson Ave and Atlantic Blvd high quality transit stop - Complete construction of a 61-unit affordable housing project and continued development to meet RHNA needs By 2045: - Increase Residential Density through 344 new units zoned for and identified by the Housing Element - Increase Job Density through 1,789 thousand square feet increase of new commercial,
Action 2	Educate developers about incentives for dense residential development	
Action 3	Re-zone certain areas (including Slauson Avenue and Atlantic Boulevard corridors) to allow for more home-based businesses	

Measure/Action		Performance Objectives
		industrial, and public/quasi-public land uses identified by the Land Use Element • Develop Transit-Oriented Developments through 338 residential units and office space within half mile of Slauson Ave and Atlantic Blvd high quality transit stop • Continue construction of new development to meet future RHNA needs
Measure M3: Promote Active Transportation <i>(Estimated Annual GHG Emission Reductions [MTCO₂e]: 2035: 24 2045: 9)</i>		
Community		
Action 1	Improve sidewalks with more shade, more greenery, safe crossings, and adequate space for wheelchair and stroller use, prioritizing those locations identified by community and in the Maywood ATP	By 2035: • Install EOT Bike Facilities (including showers) for approximately 750 new employees • Construct 9 miles of new Class III Bike Facilities identified by Maywood Active Transportation Plan • Construct Slauson Avenue and Atlantic Boulevard mobility hub By 2045: • Install EOT Bike Facilities (including showers) for approximately 1,000 new employees • Maintain 9 miles of previously constructed Class III Bike Facilities identified by Maywood Active Transportation Plan • Maintain Slauson Avenue and Atlantic Boulevard mobility hub
Action 2	Expand bicycle and pedestrian infrastructure, including Class I, II, III, and IV bicycle routes, signage, and intersection treatments along corridors outlined in the Maywood ATP	
Action 3	Partner with CBOs and local businesses to install and maintain end-of-trip facilities including bike parking, bike lockers, showers, and personal lockers	
Action 4	Potentially introduce electric bike share and scooter share programs that incentives third-party providers to locate in Maywood, including partnering with LA Metro to expand their Metro Bike Share program into the City.	
Action 5	Collaborate with Los Angeles County, LA Metro, and Maywood Express to invest in safety features and first mile / last mile bicycle and pedestrian connections around transit stations	
Action 6	Coordinate with schools and local CBOs to host “open street” events that promote active transportation and educate students and community members on how to safely navigate bicycle routes	
Action 7	Limit businesses within the City that are served by trucks, especially those located along pedestrian and bicycle corridors	
Action 8	Install energy-efficient LED lighting at crosswalks, parks, and bus stops to enhance safety and visibility, particularly for women, children, and seniors	
Action 9	Engage youth and CBOs in street design. Fund participatory design projects with youth organizations and active-transportation nonprofits to co-create murals, shade installations, and community wayfinding.	

Measure/Action		Performance Objectives
Municipal Operations		
Action 10	Improve all sidewalks and pedestrian infrastructure around City buildings to be safe, accessible, and comfortable	By 2035: • Install EOT Bike Facilities (including showers) for approximately 750 new employees • Construct 9 miles of new Class III Bike Facilities identified by Maywood Active Transportation Plan • Construct Slauson Avenue and Atlantic Boulevard mobility hub By 2045: • Install EOT Bike Facilities (including showers) for approximately 1,000 new employees • Maintain 9 miles of previously constructed Class III Bike Facilities identified by Maywood Active Transportation Plan • Maintain Slauson Avenue and Atlantic Boulevard mobility hub
Action 11	Install and maintain bicycle infrastructure at City owned buildings, including community centers and cooling centers	
Action 12	Establish a bike share program to encourage City employees to borrow bikes for transportation to local meetings	
Measure M4: Support Employer Transportation Demand Management (TDM) Programs (Estimated Annual GHG Emission Reductions [MTCO ₂ e]: 2035: 120 2045: 41)		
Community		
Action 1	Coordinate with schools and local employers to support carpooling, vanpools, programs to reduce driving to/from school and work	By 2035: • Implement Commute Trip Reduction Marketing for approximately 400 Employees • Implement Employee Parking Cashout Program for approximately 400 Employees • Implement Community-Based Travel Planning for 20% of residents By 2045: • Maintain Commute Trip Reduction Marketing for approximately 400 Employees • Maintain Employee Parking Cashout Program for approximately 400 Employees • Maintain Community-Based Travel Planning for 20% of residents
Action 2	Encourage employers to market and implement a voluntary trip commute trip reduction program and offer employee parking cash-outs., which allow employees to forgo parking in lieu of a cash payment equivalent to the cost of the parking space.	

Measure/Action		Performance Objectives
Municipal Operations		
Action 3	Establish a program to encourage City employees to reduce driving to work or City hosted events	By 2035: - Implement Commute Trip Reduction Marketing for approximately 400 Employees - Implement Employee Parking Cashout Program for approximately 400 Employees - Implement Community-Based Travel Planning for 20% of residents By 2045: - Maintain Commute Trip Reduction Marketing for approximately 400 Employees - Maintain Employee Parking Cashout Program for approximately 400 Employees - Maintain Community-Based Travel Planning for 20% of residents
Measure M5: Reform Parking Policies (Estimated Annual GHG Emission Reductions [MTCO ₂ e]: 2035: 87 2045: 29)		
Community		
Action 1	Promote unbundling parking costs from property costs, including employee parking cash-outs, to employers and property owners	By 2035: - Unbundle Residential Parking Costs for approximately 300 new multifamily dwelling units - Implement market priced parking along Slauson Avenue and Atlantic Avenue near future mixed-use developments By 2045: - Maintain unbundled Residential Parking Costs for approximately 300 new multifamily dwelling units identified under 2035 performance objective - Implement market priced parking along Slauson Avenue and Atlantic Avenue near future mixed-use developments
Action 2	Develop a comprehensive parking reform strategy that potentially includes eliminating minimum parking requirements for all new residential units, creating parking benefit districts, developing planning strategies for transitioning land dedicated to parking to alternative transit and public uses, and incentivizing developers to provide less than maximum allowable parking	
Action 3	Implement market price public parking for all on-street public parking in the City near central business districts, employment centers and)	
Municipal Operations		
Action 4	Provide the options for employee parking cash-outs for City employees commuting to City buildings and facilities	By 2035: - Unbundle Residential Parking Costs for approximately 300 new multifamily dwelling units - Implement market priced parking along Slauson Avenue and Atlantic Avenue near future mixed-use developments

Measure/Action		Performance Objectives
		By 2045: • Maintain unbundled Residential Parking Costs for approximately 300 new multifamily dwelling units identified under 2035 performance objective • Implement market priced parking along Slauson Avenue and Atlantic Avenue near future mixed-use developments
Off-Road Equipment Electrification (O)		
Measure R1: Support Off-Road Equipment Electrification (Estimated Annual GHG Emission Reductions [MTCO ₂ e]: 2035: 122 2045: 481)		
Community		
Action 1	Develop infrastructure to support electric and hydrogen fuel cell equipment	By 2035: Electrify 20% of off-road equipment used throughout the City By 2045: Electrify 75% of off-road equipment throughout the City
Action 2	Provide educational materials to builders and construction contractors on the benefits and capabilities of electric off-road equipment	
Action 3	Through the permitting process, require private developers to use green construction methods that reduce emissions	
Action 4	Adopt restrictions to minimize unnecessary idling of off-road equipment	
Municipal Operations		
Action 5	Increase the use of zero-emission off-road equipment by municipal fleet facilities	By 2035: Electrify 20% of off-road equipment used in City run projects By 2045: Electrify 75% of off-road equipment used in City run projects
Action 6	Establish procurement policies mandating zero-emission or low-emission equipment for municipal projects	
Recycling and Organic Waste Diversion (R)		
Measure R1: Divert Organic Waste from the Landfill (Estimated Annual GHG Emission Reductions [MTCO ₂ e]: 2035: 1,520 2045: 2,495)		
Community		
Action 1	Partner with Universal Waste Systems and CBOs to provide education to the community and businesses on how to properly dispose of organic materials, what waste should be thrown in green bins, and what happens with the waste from green bins	By 2035: 12% of Citywide organic waste citywide is composted or diverted from the landfill through an organic waste program (doubling of 2023 levels) By 2045: 20% of Citywide organic waste citywide is composted or diverted from the landfill through an organic waste program
Action 2	Provide at-home and community garden compost education through in-person demonstrations, social media, City webpage, and flyers	

Measure/Action		Performance Objectives
Municipal Operations		
Action 3	Coordinate with Universal Waste Systems to provide organic waste bins and pick-up services at all City buildings and facilities	By 2035: 12% of waste from City operations is composted or diverted from the landfill through an organic waste program (doubling of 2023 levels) By 2045: 20% of waste from City operations is composted or diverted from the landfill through an organic waste program
Action 4	Educate City employees on proper organic waste disposal, promoting the proper use of green bins at City buildings and facilities	
Action 5	Conduct waste audit to identify large sources of organic waste from City operations, and focus waste reduction efforts where action is needed most	
Measure R2: Expand Edible Food Recovery Networks (Estimated Annual GHG Emission Reductions [MTCO ₂ e]: Supportive.)		
Community		
Action 1	Launch educational programs focused on edible food recovery and food waste reduction to community members and businesses	Not Applicable.
Action 2	Foster a community-wide food recovery network by connecting businesses, food recovery organizations, and organizations the support residents	
Action 3	Explore incentives for businesses to partner with food recovery organizations to feed community members in need	
Action 4	Examine existing regulations that limit or discourage edible food recovery efforts	
Municipal Operations		
Action 5	Establish a food recovery policy for events hosted by the City, to ensure edible food is recovered and distributed to community members in need	Not Applicable.
Action 6	Participate in food recovery efforts to build relationships with food recovery organizations and expand food recovery networks	
Measure R3: Increase Material Recycling and Reuse (Estimated Annual GHG Emission Reductions [MTCO ₂ e]: Supportive.)		
Community		
Action 1	Provide discounted recycling bins to underserved areas or locations with high volumes of recyclable materials	By 2035: 60% of total waste citywide is diverted and recycled By 2045: 65% of total waste is diverted and recycled
Action 2	Launch programs to educate business owners and landlords on how to obtain and maintain recycling bins	
Action 3	Partner with schools, CBOs, and Universal Waste Systems to educate residents and businesses on material reuse networks and proper recycling	
Action 4	Identify optimal locations for public recycling bins and host educational events for businesses and building owners in those areas	

Measure/Action		Performance Objectives
Action 5	Partner with Universal Waste Systems to provide adequate service for recycling bins in public spaces	By 2035: 60% of waste generated in City operations is diverted and recycled By 2045: 65% of waste generated in City operations is diverted and recycled
Action 6	Host repair cafes and swap events for community members to extend the useful life of materials, clothing and other essential items	
Action 7	Explore installing more public recycling bins at City owned buildings, parks, and facilities, through feasibility studies and mapping strategic locations	
Action 8	Implement a sustainable purchasing policy for municipal operations, including reusable products and products made from recycled, non-toxic, and/or sustainably sourced materials where available	
Action 9	Ensure all City owned buildings and facilities have recycling bins for employees and are serviced by a recycling hauler	
Action 10	Establish reuse, repair, and sharing networks within departments or across departments for employees to extend the life of products they use at work	
Water Conservation and Reuse (W)		
Measure W1: Reduce Indoor and Outdoor Water Consumption (Estimated Annual GHG Emission Reductions [MTCO ₂ e]: Supportive.)		
Community		
Action 1	Explore building codes or performance standards requiring new and existing buildings to be water-efficient	Not Applicable.
Action 2	Explore updating the City's water efficient landscaping requirements to further enhance drought-tolerant landscaping	
Action 3	Partner with CBOs to establish a science-backed, drought-tolerant and/or California native landscaping database online to help residents, developers, and landscapers identify plants, their water needs, and how to properly care for them	
Action 4	Partner with water utilities to expand water conservation rebates for water-saving appliances, sprinkler systems, and turf replacement	
Action 5	Partner with water utilities to reduce water loss in distribution systems and upgrade pumping and water treatment systems	
Action 6	Expand water conservation and rebate education through utilizing social media, TV/radio, and demonstrations for businesses and community members	
Action 7	Target rebates and direct-install devices to lower-income households	

Measure/Action		Performance Objectives
Municipal Operations		
Action 8	Conduct regular leak detection inspections on City owned and operated buildings and facilities and replace aging pipes to minimize water loss	Not Applicable.
Action 9	Conduct water efficiency study for water intensive municipal activities such as irrigation for parks to determine feasibility of introducing water efficient solutions and drought tolerant landscapes	
Action 10	Implement equipment replacement policy that requires appliances and equipment to meet high-water-efficient standards	
Measure W2: Increase Use of Recycled Water and Greywater Systems (Estimated Annual GHG Emission Reductions [MTCO ₂ e]: Not quantified.)		
Municipal Operations		
Action 1	Partner with water utilities to expand conservation rebates for greywater systems and rainwater harvesting for residential and commercial properties	Not Applicable.
Action 2	Develop greywater system education campaign utilizing social media and demonstrations for businesses and community members	
Action 3	Examine existing ordinances that could be updated to remove barriers or support the installation of bioswales at residential and commercial properties	
Municipal Operations		
Action 4	Conduct cost and feasibility studies for greywater systems and rainwater harvesting for City owned facilities	Not Applicable.
Action 5	Evaluate feasibility of installing bioswales along streets or at City owned properties that safely capture stormwater while removing debris and pollution	
Notes: MTCO ₂ e = carbon dioxide equivalent, CARE = California Alternate Rates for Energy, FERA = Family Electric Rate Assistance, CBO = Community-Based Organization, SolarAPP+ = Solar Automated Permit Process, JPA = Joint Powers Authority, HVAC = Heating Ventilation, and Air Conditioning, ZEV = zero-emission vehicles, EV = electric vehicle, SCAQMD = South Coast Air Quality Management District, LIFE = LA Metro's Low-Income Fare Is Easy.		
Source: City of Maywood, 2025		

Adaptation and Resilience Strategies and Measures

The Adaptation and Resilience measures were developed through a process of integrating community priorities with technical analysis. Extensive community engagement with residents, youth, and local organizations was crucial, as it helped identify the most pressing climate concerns in the area, such as extreme heat, poor air quality, flooding, and challenges with access to safe transportation. These direct insights from the community about how they experience climate risks were used to inform potential solutions.

This qualitative input was then paired with technical data on local hazards, existing assets, and factors such as feasibility and equity. The goal was to create a set of measures that are not only practical and coordinated but also address multiple hazards simultaneously. This integrated approach ensured that the final measures effectively reflect the community's understanding of climate risks while providing a practical framework for the City's coordinated response.

Measures were screened and prioritized using the following criteria:

1. **Community engagement findings.** Strategies were grounded in the priorities and lived experiences of Maywood residents, as identified through two phases of community engagement led by the City and the Institute for Local Government (ILG). Surveys, youth focus groups, advisory committee meetings, and stakeholder interviews helped identify key local concerns such as extreme heat, air quality, clean transportation, and water reliability. These findings guided the design and emphasis of each adaptation measure to reflect community-identified needs and values.
2. **Alignment with the City's Hazard Mitigation Plan.** Measures were cross-referenced with actions in the City's Hazard Mitigation Plan (HMP) to ensure consistency and to leverage existing commitments and funding pathways. Strategies indicated as High or Medium priority in the HMP were considered foundational to the CAARP's adaptation framework, particularly for hazards such as flooding, extreme heat, and seismic events.
3. **Multi-hazard resilience benefits.** Preference was given to actions that improve resilience across multiple hazard types. For example, measures that address both heat and air quality (such as urban tree planting or green infrastructure) were prioritized because they provide overlapping public health and environmental benefits.
4. **Focus on high-risk hazards.** Results from the qualitative risk matrix were used to identify which climate hazards pose the greatest combined threat in terms of likelihood, exposure, and consequence. Measures that directly reduce vulnerability to these highest-rated hazards—such as extreme heat, flooding, and drought—were given greater emphasis.
5. **Equity and feasibility considerations.** Informed by community engagement, the prioritization process also accounted for social equity—ensuring that measures address the needs of renters, low-income households, youth, and linguistically isolated residents. Feasibility, including cost, ease of implementation, and potential for partnerships, was also evaluated to ensure measures are both impactful and achievable within Maywood's resources and institutional capacity.

6. **Avoid duplication.** Adaptation options were reviewed to ensure that they add value and do not duplicate measures already addressed elsewhere in the plan. For example, many of the actions in the Water Conservation and Reuse measures in Chapter 4 of the CAARP help to address drought. Where needed, the Adaptation and Resilience measures include additional actions that address drought (e.g., Measures A3 and A4).

Table 5, *Maywood CAARP Adaptation and Resilience Strategy and Measures*, provides a summary of all of the CAARP's Adaptation and Resilience measures and how each will help the City prepare for and respond to the impacts of climate change. Key implementing actions for each measure outline the specific steps to achieve the City's climate preparedness goals, including developing programs, hosting outreach and education activities, coordinating with community partners, conducting studies, and exploring incentives and regulatory updates. These actions identify what must be done within both the community and municipal operations, when applicable, to ensure successful implementation.

Integrating Climate Vulnerability, VMT Reduction, and Adaptation Strategies

The CAARP establishes a comprehensive framework for climate action by deeply integrating GHG reduction goals with its dedicated Adaptation and Resilience strategies (detailed in Chapters 5 and 6 of the CAARP). To ensure that the CAARP's mobility measures actively support resilience, a specific alignment matrix was developed to coordinate various actions, as shown in **Table 6, *Maywood CAARP VMT Reduction Strategies, Vulnerability, and Adaptation Matrix***. This matrix serves as a critical technical tool, providing a high-level summary of how the City's identified five key climate vulnerabilities—including 1) Extreme Heat, 2) Air Pollution, 3) Extreme Storms and Stormwater Flooding, 4) Drought, and 5) Vector-borne Diseases—relate to the proposed measures designed to reduce VMT.

This integration ensures that transportation and land use decisions are viewed not just through an emissions lens, but also through the lens of community safety and climate preparedness, particularly for vulnerable populations. This integrated matrix is organized around each specific climate vulnerability to clearly show the interconnectivity of the CAARP's policies, highlighting which adaptation strategies are supported by which VMT reduction efforts.

The VMT reduction measures summarized and referenced in the matrix of Table 6 fall into five key, actionable categories, as shown in **Table 7, *CAARP Reduction Measures by Category***, below.

By connecting the reduction of vehicle use (and its associated air pollution) to specific resilience goals (like mitigating extreme heat impacts or improving public health outcomes), the CAARP ensures that the policies are mutually reinforcing. This coordinated approach maximizes the environmental, equity, and public health benefits for the Maywood community.

TABLE 5
MAYWOOD CAARP ADAPTATION AND RESILIENCE STRATEGY AND MEASURES

Strategy/Measure/Action		Performance Objectives
Adaptation and Resilience (A)		
Measure A1: Improve Access to Resilience Centers <i>(Hazards Addressed: All: Most important for extreme heat, then air quality)</i>		
Action 1	Finalize site selection and complete the build out of a resilience center at the Teen Center, the YMCA, or the County Library, consistent with HMP scoping. Equip facility with air conditioning, clean-air filtration, backup power, extended hours, and multilingual staff and information	Reduced percentage of visitors who encounter entry wait times at Resilience Center during hazard events
Action 2	Partner with trusted CBOs to program the center year-round with household hazard preparedness trainings	Percentage of Center visits by seniors, and other target vulnerable populations
Action 3	Improve access to and use of nearby County-run cooling centers through multilingual and culturally relevant outreach, extended hours, and clear guidance on when to go, how to get there, and what services are available	Increase in number of household hazard preparedness trainings held
Action 4	Assess the accessibility and transportation connectivity of County-operated cooling centers, as well as their effectiveness in meeting the needs of Maywood residents during extreme heat events	
Action 5	Explore a transport-assisted pickup system to serve residents with limited mobility or without personal vehicles during emergencies and extreme heat events	
Action 6	Identify additional community spaces or businesses that can provide temporary cooling and clean air during heat and smoke events	
Measure A2: Strengthen Communications and Community Preparedness for Hazards <i>(Hazards Addressed: All: Most important for extreme heat, then air quality)</i>		
Action 1	Publicize shelter-in-place guidance, air quality warnings, heat advisories, and other hazard safety guidance during, or ideally before, severe weather events	Increase in Maywood residents enrolled in alert system, including by Spanish speaking households
Action 2	Expand enrollment in the City's multilingual alert system and standardize text, app, web, print, and hotline channels	Increase in Maywood residents who have received hazard preparedness training, including Spanish speaking households
Action 3	Conduct annual drills and joint campaigns with schools, CBOs, and partner agencies	
Action 4	Distribute hazard preparedness information, and preparedness equipment, such as high-filtration masks, at community events	Increase in Maywood residents who report knowing how to stay safe during hazard events, including Spanish speaking households
Action 5	Provide access to home air filters during, or ideally before, smoke events	
Action 6	Increase participation in community air monitoring where available	
Action 7	Expand City partnerships with the state, county, and neighboring jurisdictions to support and strengthen emergency response	
Action 8	Promote community-level programs to educate residents about the risk, prevention, and treatment of vector-borne diseases and stagnant water abatement practices	

Strategy/Measure/Action		Performance Objectives
Action 9	Collaborate with regional organizations, such as LA County Public Health and Greater LA County Vector Control District, for monitoring vectors and health impacts in the community, in preparation for potential disease breakouts (and during disease breakouts)	
Measure A3: Expand Tree Canopy and Structural Shade <i>(Hazards Addressed: Heat, Storms)</i>		
Action 1	Complete the Urban Forestry Plan and continue citywide tree canopy expansion with native, drought-tolerant species	Percent increase in tree canopy and shade coverage citywide
Action 2	Prioritize planting native, drought-tolerant shade trees along high-pedestrian corridors, transit stops, and walkable and bikeable streets	Increase in linear feet of shade along active transportation corridors
Action 3	Install shade structures, such as canopies or shelters, at bus stops, parks, schoolyards, and community gathering spaces where the tree canopy will take time to mature and immediate protection from heat is needed	Increase in bus stops with sufficient shade
Action 4	Engage with the community and use shade coverage mapping to identify additional priority sites to target shade investments	
Action 5	Coordinate tree canopy expansion with pavement-rehabilitation and street-resurfacing projects so that shade integration is included in capital works and maintenance cycles	
Action 6	Partner with regional agencies and nonprofits to expand community education, volunteer tree-planting programs, and free yard tree distributions, with outreach focused on youth, renters, and multilingual households	
Action 7	Increase access to free yard trees for residents in areas where narrow rights-of-way limit opportunities for public tree planting	
Action 8	Establish monitoring and maintenance protocols to ensure tree survival and shade canopy efficacy over time, including periodic pruning, irrigation efficiency checks, and replacement of failed plantings	
Action 9	Engage the community to identify additional strategies to reduce heat, such as using reflective roofing and paving materials	
Measure A4: Increase Natural Stormwater Management and Green Infrastructure <i>(Hazards Addressed: Storms, Heat, Vector-Borne Diseases)</i>		
Action 1	Standardize maintenance programs to remove debris and inspect drains and catch basins before and after each storm season	Increase green infrastructure sites and total treated area
Action 2	Monitor areas with recurring flooding or drainage issues and identify opportunities to evaluate flood risk and develop floodplain maps	Reduction in ponding complaints and average drain clear times
Action 3	Evaluate how flooding affects transportation routes and access, and the resulting impacts on community mobility	
Action 4	Prioritize green infrastructure investments in areas most vulnerable to flooding or with outdated infrastructure, particularly around transit stops and active transportation routes	

Strategy/Measure/Action		Performance Objectives
Action 5	Engage with historically underserved groups to understand local concerns and develop appropriate infrastructure upgrades	
Action 6	Integrate vector-control design standards, such as drain screens and no-ponding details, in stormwater and landscape projects	
Measure A5: Upgrade Buildings for Climate Readiness (Hazards Addressed: All: Most important for extreme heat, then air quality)		
Action 1	Promote retrofits in residential, commercial, and public buildings that improve indoor thermal conditions, such as installing cool roofs, high-efficiency HVAC systems, high-filtration air-handling units, and insulation to protect occupants during extreme heat and smoke events	Increase upgraded critical facilities within the city Increase upgraded facilities serving seniors and other vulnerable populations Decrease in hazard-driven illness indoors
Action 2	Coordinate with the local Community Choice Aggregator and utilities to support installation of distributed-energy systems, such as rooftop solar and battery storage, in key facilities to maintain operations during outages and reduce grid-dependency	
Action 3	Explore the feasibility of reach code strategies, such as the Accelerate Clean Energy to Heat Pump (AC2HP) model	
Action 4	Prioritize improving air quality and thermal comfort in schools, childcare centers, senior centers, housing for vulnerable populations, and other sensitive-use facilities	
Action 5	Provide landlords and property managers with financial assistance opportunities for cooling and other building upgrades	
Action 6	Monitor displacement risk and implement protective measures as necessary, which could include strengthening tenant protections during building renovations, limiting passthrough costs of capital improvements to tenants, and increasing home ownership rates for existing residents	
Action 5	Evaluate feasibility of installing bioswales along streets or at City owned properties that safely capture stormwater while removing debris and pollution	
Notes: AC2HP = Accelerate Clean Energy to Heat Pump, CBO = Community-Based Organization. Source: City of Maywood, 2025		

TABLE 6
MAYWOOD CAARP VMT REDUCTION STRATEGIES, VULNERABILITY, AND ADAPTATION MATRIX

Measure/ Impact	Vulnerable Populations	Adaptation Strategies
Extreme Heat		
Increasing frequency of extreme heat days worsens urban heat island effects, impacting vulnerable populations and non-driving modes of transportation		
High: Extreme heat strains transportation infrastructure and is heightened by pavement and concrete. Extreme heat discourages active transportation and public transit usage. Land Use: Increased densities in Maywood could contribute to heat island effect depending on materials used. Trip Reduction Programs: Extreme heat makes alternatives to driving less desirable for choice riders. Parking or Road Pricing/Management: Increased temperatures makes driving more appealing than transit, contributing to increased vehicle ownership and parking demand. Neighborhood Design: Active transportation infrastructure becomes less accessible and harder to use with increased temperatures. Transit: Transit usage becomes less desirable and a health risk if stops are not close by, lack shade and amenities, and have low frequency routes.	• Children • Seniors • Homeless Individuals • Lacking Vehicle Access • Lacking Health Insurance • People with Disabilities • Linguistically isolated individuals • Renters • Lower Income Individuals who are vulnerable to health risks, whether financially or physically, are at an amplified risk for heat related illness. Exposure is further exacerbated for populations who rely on transit and active modes of transportation without access to a car or home. Lower income households and renters may face additional burdens from the increased costs associated with high temperatures. When combined, the intersection of these vulnerable populations leaves individuals at a higher exposure to heat related illness.	Land Use: • Climate-resilient building designs • Incorporate permeable and reflective pavements • Incorporate reflective roofs and materials Trip Reduction Programs: • Consider heat protection as part of travel planning and infrastructure design (paths, transit stops) Neighborhood Design: • Consider shade and heat exposure when planning active transportation infrastructure • Incorporate cooling center with mobility hub Transit: • Develop transit shelters and shade • Increase frequency and reliability to reduce heat exposure • Provide multilingual materials regarding service changes and resilience/adaptation strategies • Coordinate transit routes and stops with cooling center locations, open space with landscaping and shade, and essential services like schools, medical offices, civic facilities, and grocery stores
Air Pollution		
Air pollution from traffic, exacerbated by single occupancy vehicles, leads to respiratory and cardiovascular health risks.		
High: Vehicle trips within in and passing through Maywood heavily exposes residents to pollutants at an increased health risk. Air pollution exposes residents and non-motorized modes of transportation to greater levels of pollutants. Land Use: Increased land use quantities can lead to an increase of vehicles and thus air pollutants, while with mixed-use and	• Children • Seniors • Lacking Health Insurance • People with Disabilities • Homeless Individuals • Lacking Vehicle Access • Lower Income Individuals who are vulnerable to health risks, whether financially or physically, are at an amplified risk for air	All measures reduce VMT and therefore air pollutants Land Use: • Develop mixed-use housing to encourage active transportation for short trips • Develop transit-oriented developments to encourage public transit usage • Incorporate air filtration in new developments

Measure/ Impact	Vulnerable Populations	Adaptation Strategies
transit-oriented development can reduce per person trips and connect uses via non-vehicle mobility networks. Trip Reduction Programs: Reduces air pollution by encouraging other modes of transportation. Parking or Road Pricing/Management: Reduces air pollution by discouraging driving. Neighborhood Design: Encourages non-motorized modes of transportation but can expose users to higher levels of air pollution. Transit: Transit usage may leave users exposed to greater levels of pollutants. Buses can expose users to pollutants depending on the fuel used.	pollution related illness. Exposure is further exacerbated for populations who rely on transit and active modes of transportation without access to a car or home. When combined, the intersection of these identities leaves these individuals at a higher exposure to respiratory and cardiovascular related illness. There is generally a disproportionate impact on vulnerable communities.	Transit: • Electrify Maywood Express and other public services (schools, LA County)
Extreme Storms and Stormwater Flooding		
Aging stormwater infrastructure is insufficient to handle extreme rainfall, causing localized flooding and impacting transit services		
Medium: Flooding disrupts travel and transit while damaging infrastructure. Lack of drainage and pavement contribute to flood susceptible conditions. Rain water also contributed to hazardous driving conditions. Although the City is not in a designated flood hazard zone, flooding can still occur and impact emergency evacuation routes. Neighborhood Design: Active transportation infrastructure becomes inaccessible during floods and may be damaged. Transit: Transit services may be unavailable during floods leaving vulnerable populations without transportation options.	• Children • Seniors • Homeless Individuals • Lacking Vehicle Access • People with Disabilities • Renters • Lower Income Individuals who rely on transit and active modes of transportation without access to a car or home are vulnerable to disruptions from flooding. Lower income households and renters may face additional burdens from the increased costs from damage, mold, and even displacement. Disruption of transportation services and infrastructure impacts workers and people who need to travel in emergency situations.	• Improve stormwater infrastructure to allow better drainage along streets • Incorporate green infrastructure and permeable materials when possible Transit: • Develop transit shelters to provide protections from storms • Provide multilingual materials regarding service changes and resilience/adaptation strategies

Measure/ Impact	Vulnerable Populations	Adaptation Strategies
Drought		
Reduced groundwater and imported water reliability threaten long-term water supply, increasing costs for residents.		
Medium-High: Drought has minimal impacts directly on the transportation system. Drought can have secondary affects on developments that encourage other modes of travel by increasing costs. Land Use: Increasing density increasing strain on the water supply which is exacerbated during a drought. Concerns over water may limit higher densities or mixed-use and transit oriented developments.	• Lower Income Vulnerable populations include those who are lower income and cannot pay for higher water prices. Water conservation may leave vulnerable populations at risk.	• Improve stormwater infrastructure to allow better drainage along streets • Incorporate green infrastructure and permeable materials when possible Transit: • Continued efforts to reduce VMT and vehicle trips can help reduce water consumption, vehicle pollution, and impermeable services
Vector-Borne Diseases		
Reduced groundwater and imported water reliability threaten long-term water supply, increasing costs for residents.		
Medium: Vector-borne diseases has minimal connection to transportation. Impacts may include greater exposure risk to active transportation and public transit users. Neighborhood Design: Active transportation usage may contribute to greater exposure to vector borne diseases. Transit: Transit usage may contribute to greater exposure to vector-borne diseases.	• Children • Seniors • Homeless Individuals • Lacking Vehicle Access • Lacking Health Insurance • People with Disabilities Active transportation and public transit usage may contribute to greater exposure to vector-borne diseases. Transit dependent population or health vulnerable populations may be impacted more.	Adaptation strategies are generally unrelated to transportation systems
Note: VMT = vehicle miles traveled. Source: Fehr & Peers, 2025		

TABLE 7
REDUCTION MEASURES BY CATEGORY

ID	Measure	Category
T-1	Increase Residential Density	Land Use
T-2	Increase Job Density	Land Use
T-3	Provide Transit-Oriented Development	Land Use
T-4	Integrate Affordable and Below Market Rate Housing	Land Use
T-7	Implement Commute Trip Reduction Marketing	Trip Reduction Programs
T-9-A	Implement Subsidized or Discounted Transit Program	Trip Reduction Programs
T-10	Provide End-of-Trip Bicycle Facilities	Trip Reduction Programs
T-13	Implement Employee Parking Cash-Out	Trip Reduction Programs
T-23	Community-Based Travel Planning	Trip Reduction Programs
T-24	Implement Market Price Public Parking (On-Street)	Parking or Road Pricing/Management
T-16	Unbundle Residential Parking Costs from Property Costs	Parking or Road Pricing/Management
T-19-B	Construct or Improve Bike Boulevard	Neighborhood Design
Other	Mobility Hubs	Neighborhood Design
T-25	Extend Transit Network Coverage or Hours	Transit
T-26	Increase Transit Service Frequency	Transit

Source: Fehr & Peers, 2025

Required Approvals

- City Council adoption of CAARP
- City adoption of Initial Study/Mitigated Negative Declaration

CHAPTER 3

Initial Study/Environmental Checklist

1. Project Title: City of Maywood Climate Action, Adaptation, and Resilience Plan
2. Lead Agency Name and Address: City of Maywood
4319 East Slauson Avenue
Maywood, CA 90270
3. Contact Person and Phone Number: Miguel Leon
(323) 562-5714
4. Project Location: City of Maywood (City-wide)
5. Project Sponsor's Name and Address: City of Maywood
4319 East Slauson Avenue
Maywood, CA 90270
6. General Plan Designation(s): Several
7. Zoning: Several
8. Description of Project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

Refer to Chapter II, *Project Description*, of this Draft IS/MND, above.
9. Surrounding Land Uses and Setting. (Briefly describe the project's surroundings.)

Several.
10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

N/A
11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

The City has solicited government-to-government consultation with affected tribal organizations in the region in accordance with Assembly Bill (AB) 52 to determine the potential for tribal cultural resources to be affected by Project activities. A summary of the City's AB 52 tribal consultation efforts has been provided below in the Tribal Cultural Resources section of this Draft IS/MND, while relevant correspondence is provided in Appendix C. See further discussion in Section XVIII, *Tribal Cultural Resources*, of this Draft IS/MND, below.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

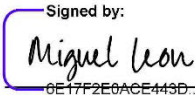
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|--|---|---|
| ☐ Aesthetics | ☐ Agriculture and Forestry Resources | ☐ Air Quality |
| ☐ Biological Resources | ☐ Cultural Resources | ☐ Energy |
| ☐ Geology and Soils | ☐ Greenhouse Gas Emissions | ☐ Hazards and Hazardous Materials |
| ☐ Hydrology and Water Quality | ☐ Land Use and Planning | ☐ Mineral Resources |
| ☐ Noise | ☐ Population and Housing | ☐ Public Services |
| ☐ Recreation | ☐ Transportation | ☐ Tribal Cultural Resources |
| ☐ Utilities and Service Systems | ☐ Wildfire | ☐ Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial study:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☒ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signed by:

Signature

12/30/2025
Date

Aesthetics

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
I. AESTHETICS — Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) 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). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

Discussion

a & b) **Less Than Significant Impact.** The City is located in southeastern Los Angeles County and in an urbanized area with no officially designated state scenic highways or protected scenic vistas. The CAARP, is a policy document designed to reduce GHG emissions and enhance community resilience to climate change. The CAARP itself does not propose land use, zoning changes, or any specific physical development. The incorporation of the CAARP's Adaptation and Resilience Measures are designed to contribute positively to the urban environment, effectively creating new, valued scenic/aesthetic resources such as tree planting, urban greening, and shade structures which is a top priority for resilience to extreme heat. Measure A3 will increase the tree canopy and shade coverage citywide and along active transportation corridors. Similarly, Measure A4 would involve integrating features like bioswales, permeable paving, and landscaping into the urban environment. Measures A3 and A4 would directly enhance the quality and visual appeal of public spaces in the City.

While future physical projects would be implemented under the CAARP's various strategies, such as the expansion of the bicycle and pedestrian network (Measure M3), these future CAARP-related projects would be limited to existing developed/urbanized areas. Furthermore, such future individual projects implemented under the CAARP would be subject to a separate environmental review under CEQA, ensuring consistency with the City's existing zoning and design regulations relative to visual quality, character, and overall compatibility. Because the CAARP is a policy document and does not propose specific physical developments, and any assessment of impacts of future projects consistent with the CAARP would be speculative at this time, the Project would not have a substantial adverse effect on a scenic vista or damage scenic resources. Therefore, the Project would result in a less than significant impact and no mitigation measures would be required.

- c) **Less Than Significant Impact.** The CAARP's implementation would be consistent with the City's General Plan, which guides long-term planning and development. The CAARP would encourage sustainable urban development, such as infill and mixed-use projects, which are also supported by the Housing and Land Use Elements of the General Plan. By promoting development in existing neighborhoods and along transit corridors, the CAARP aligns with policies that ensure new housing is sensitive to existing neighborhood character. The CAARP's focus on a vibrant, walkable City contributes to a desirable urban character. Specifically, the CAARP's GHG Reduction strategy, *Smart Mobility and Active Transportation (M)*, would include measures to improve street connectivity, provide pedestrian network improvements, and expand bicycle facilities. The CAARP's Adaptation and Resilience strategies further reinforce this positive contribution to urban character, making the Project highly beneficial to the City's visual quality. Specifically, Measure A3 ensures that improvements to the pedestrian and bicycle network (Measure M3) are accompanied by increased shading and landscaping, directly enhancing the aesthetic experience of public views along these corridors. The integration of Measure A3 addresses the community's priority regarding safe and shaded public spaces and ensures that new infrastructure is designed not only for function but also for durability and quality, supporting the Land Use Element's policy of establishing and enforcing development standards.

The proposed CAARP measures would enhance the health, safety, and general welfare of the community by improving air quality and creating a more visually appealing environment, which helps maintain neighborhood character. The Project itself does not propose or authorize specific physical development projects. Any individual projects implemented as part of the CAARP would be required to undergo a separate environmental review and would be evaluated for consistency with the City's General Plan and zoning ordinances. Therefore, the Project would not conflict with these regulations and would result in a less than significant impact related to a conflict with applicable zoning and other regulations governing scenic quality, and no mitigation measures would be required.

- d) **Less Than Significant Impact.** The CAARP is a policy document that outlines a strategic roadmap for reducing GHG emissions and enhancing community resilience. The CAARP would not create new sources of light or glare as no specific development changes are proposed. However, its implementation would lead to CAARP-related projects that would include physical changes, such as the installation of solar panels on rooftops and public spaces (Measure E2) or EV charging infrastructure (Measure V1). These individual projects would be subject to a separate environmental review under CEQA and would be expected to comply with existing City regulations and standards, including those related to light and glare. For example, the installation of solar panels on rooftops and public spaces (Measure E2) would be required to comply with the City's existing regulations regarding lighting and reflective materials.

In addition, the CAARP's Adaptation and Resilience strategies recognize that improving lighting quality is necessary to increase the usability and safety of public spaces and critical facilities, especially during extreme weather events or at night. The implementation of active transportation projects (Measure M3) would involve strategic installation of new, high-quality and well-shielded exterior lighting to improve safety and access, directly addressing the community's concerns

regarding dim lighting. The incorporation of the adaptation and resilience strategies ensures that while new lighting may be installed, it is done intentionally to improve safety and in compliance to existing City standards to prevent adverse light or glare impacts. Therefore, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area and Project impacts would be less than significant and no mitigation measures would be required.

Cumulative Impacts

The CAARP is intended to facilitate GHG reductions within the City of Maywood by implementing various strategies and actions that are consistent with the CAARP as part of future development. The only other related projects in the region with the potential to contribute to cumulative effects in conjunction with the CAARP are other CAPs and similar GHG reduction plans. Cumulative impacts related to scenic resources, visual character, and increased light and glare would be site-specific, and cumulative projects are not anticipated to contribute to cumulative aesthetic impacts with adherence to the City's General Plan policies, the Zoning Ordinance, and applicable Specific Plans and design guidelines. Because of the developed nature of the City, CAARP-related projects, in combination with other cumulative projects that occur to accommodate the City's anticipated population, employment, and housing growth, would not adversely impact the visual character of the community. The CAARP's emphasis on urban greening (Measure M3), quality active transportation infrastructure (Measure M2), and sustainable building design (Measure B1) measures are strengthened by Measures A3 and A4 which contributes positively to the overall visual character of the community in the long term. In addition, future development in the City would be required to comply with the City General Plan policies and the City's design standards for design quality and compatibility with adjacent land uses. Therefore, the Project would result in a less than significant cumulative impact related to aesthetics.

Agriculture and Forestry Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
II. AGRICULTURE AND FORESTRY RESOURCES —				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

- a) **No Impact.** Based on a review of the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP), the City is designated as Urban and Built-Up Land.⁹ There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the City. Further, the CAARP does not propose physical changes that would affect agricultural land. Therefore, the Project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of statewide importance to non-agricultural use and no impact would occur, and no mitigation measures would be required.
- b) **No Impact.** The City does not contain any agricultural land uses within a Williamson Act Contract.^{10,11} The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City. Thus, the Project would not conflict with existing zoning for

⁹ DOC. 2025. California Important Farmland Finder. Available at: <https://maps.conservation.ca.gov/dlrp/ciff/>, accessed July 31, 2025.

¹⁰ City of Maywood. 2023. Land Use Element, Figure 3: Land Use Policy Map. Available at: <https://www.cityofmaywood.com/DocumentCenter/View/2777/Land-Use---Final2?bidId=>, accessed July 31, 2025.

¹¹ DOC. 2024. Williamson Act Enrollment Finder. Available at: <https://maps.conservation.ca.gov/dlrp/WilliamsonAct/>, accessed October 29, 2025.

agricultural use, or a Williamson Act contract and no impact would occur, and no mitigation measures would be required.

- c) **No Impact.** There is no land zoned for forest land, timberland, or timberland production in the City.¹² Thus, the Project would not conflict with existing zoning for or cause rezoning of forest land, timberland, or timberland production and no impact would occur, and no mitigation measures would be required.
- d) **No Impact.** As mentioned above, the City does not have any land designated or zoned for forest use.¹³ Thus, the Project would not result in the loss of forest land or conversion of forest land to non-forest use and no impact would occur, and no mitigation measures would be required.
- e) **No Impact.** As mentioned above, the City is urbanized and built up.¹⁴ There are no forest lands within the City, as defined by Public Resources Code (PRC) Section 12220(g), nor are there any timberlands defined by PRC Section 4526.¹⁵ Thus, the CAARP does not propose land use, zoning, or physical changes in the City, which due to their location or nature, would result in conversion of Farmland to non-agriculture use or conversion of forest land to non-forest use, and no impact would occur, and no mitigation measures would be required.

Cumulative Impacts

The CAARP is intended to facilitate GHG reductions within the City of Maywood by implementing various strategies and actions that are consistent with the CAARP as part of future development. The only other related projects in the region with the potential to contribute to cumulative effects in conjunction with the CAARP are other CAPs and similar GHG reduction plans. As the City's population, employment, and housing grows and development intensifies in the future, the CAARP would expand the urban forest and urban greenery by planting additional trees throughout the City (Measure M3). As discussed above, the CAARP would not include any measures or actions that would significantly impact agricultural or forest resources. In addition, the CAARP does not propose land use, zoning, or physical changes in the City that would result in cumulative impacts related to conversion or loss of farmland, timberland, or forest land. Therefore, the Project would result in no cumulative impact related to agricultural and forestry resources.

¹² City of Maywood. 2023 Land Use Element, Figure 3: Land Use Policy Map. Available at: <https://www.cityofmaywood.com/DocumentCenter/View/2777/Land-Use---Final2?bidId=>, accessed July 31, 2025.

¹³ City of Maywood. 2023 Land Use Element, Figure 3: Land Use Policy Map. Available at: <https://www.cityofmaywood.com/DocumentCenter/View/2777/Land-Use---Final2?bidId=>, accessed July 31, 2025.

¹⁴ DOC. 2025. California Important Farmland Finder. Available at: <https://maps.conservation.ca.gov/dlrp/ciff/>, accessed July 31, 2025.

¹⁵ City of Maywood. 2023 Land Use Element, Figure 3: Land Use Policy Map. Available at: <https://www.cityofmaywood.com/DocumentCenter/View/2777/Land-Use---Final2?bidId=>, accessed July 31, 2025.

Air Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
III. AIR QUALITY —				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Discussion

- a) **Less Than Significant Impact.** The City is located within the South Coast Air Basin (Basin). Air quality planning for the Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD adopts Air Quality Management Plans (AQMPs) that serve as a regional blueprint to develop and implement emissions reduction strategies and that demonstrate attainment of the National Ambient Air Quality Standards by the timelines specified in the Clean Air Act (CAA). The SCAQMD adopted the *2022 Air Quality Management Plan* (2022 AQMP)¹⁶ on December 2, 2022. On January 26, 2023, the California Air Resources Board (CARB) adopted Resolution 23-4, which directs the CARB Executive Officer to submit the 2022 AQMP to the United States Environmental Protection Agency (USEPA) for inclusion in the California State Implementation Plan (SIP) to be effective, for purposes of federal law, after notice and public hearing as required by Section 110(l) of the CAA and 40 Code of Federal Regulations Section 51.102 and approval by the USEPA. USEPA approval has not yet occurred.

The goal of the 2022 AQMP is to provide a regional roadmap for the Basin to achieve the 2015 8-hour ozone level established by the National Ambient Air Quality Standards (NAAQS) (70 parts per billion [ppb]). The 2022 AQMP builds upon measures in place from previous AQMPs and also includes additional strategies, including the regulation and accelerated deployment of cleaner technologies (e.g., zero emissions technologies and low nitrogen oxides [NO_x] technologies in other applications), best management practices (BMPs), co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures.

The AQMP strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG). The 2022 AQMP was prepared to accommodate growth, reduce the high levels of

¹⁶ SCAQMD, 2022 Air Quality Management Plan, 2022.

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 consistent with the assumptions used in the AQMP do not interfere with attainment because the growth is included in the projections utilized in the formulation of the AQMP. Thus, a projects use and activities that would not conflict with the applicable growth projections and control strategies used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if a project, use, or activity would individually exceed the SCAQMD's numeric significance thresholds.

The CAARP is a policy document and does not propose the construction and operation of physical development that would generate criteria or ozone precursor air pollutant emissions. The purpose of the CAARP is to reduce the City's community-wide GHG emissions and to enhance the community's resilience to the anticipated impacts of climate change. Specifically, Measure A1 would directly support the CAARP's vehicle miles traveled (VMT) reduction goal (Measure M1). By improving transit reliability and accessibility, the CAARP further accelerates the reduction of vehicle trips, which minimizes criteria and ozone precursor air pollutant emissions, directly benefiting the AQMP's attainment goals. Further, while future physical projects would be implemented to achieve the CAARP's various strategies, the individual projects requiring discretionary approval would be required to undergo an environmental review pursuant to CEQA in accordance with SCAQMD guidance for evaluating air quality impacts, on a case-by-case basis.

Construction activities that would occur with future CAARP-related projects would comply with applicable CARB requirements, such as those required to minimize short-term emissions from on-road and off-road diesel equipment. Future CAARP-related projects would also be required to comply with applicable SCAQMD regulations for controlling fugitive dust pursuant to SCAQMD Rule 403 (e.g., application of water spray/mists at least three times per day on active areas of disturbance and unpaved roads, limiting truck speed to 15 miles per hour or less on unpaved roads to minimize fugitive dust generation at and around construction sites, etc.). Further, the CAARP includes strategies and measures that would minimize criteria and ozone precursor air pollutant emissions during construction activities that would occur with future CAARP-related projects, such as supporting electrification of off-road equipment (Measure O1), expanding access to public transit for construction workers (Measure M1), and promoting active transportation (Measure M3). These strategies would be consistent with and would not conflict with AQMP control strategies intended to reduce emissions from construction equipment and activities. As the CAARP would not conflict with the control strategies intended to reduce emissions from construction equipment, the CAARP would not conflict with or obstruct implementation of the AQMP, and construction impacts would be less than significant and no mitigation measures would be required.

The CAARP includes measures and implementing actions that would result in operational changes in the City to enhance climate resilience that would minimize criteria and ozone precursor air pollutant emissions, including:

- Clean Energy (Measure E1–E4), which would reduce emissions from electricity used by buildings by increasing the percentage of power being supplied by renewable (zero-carbon) electricity and transitioning away from nonrenewable energy sources;
- Zero-Emission Vehicles (Measure V1–V3), which supports the shift to zero-emission vehicles (ZEVs);
- Green Buildings and Infrastructure (Measure B1–B4), which reduce the amount of energy buildings consume by improving energy efficiency and promoting all-electric buildings;
- Smart Mobility and Active Transportation (Measure M1–M5), which reduce vehicle trips and increasing active transportation modes;
- Off-Road Equipment Electrification (Measure O1), which promote the use of low-emission or electric equipment;
- Recycling and Organic Waste Diversion (Measure R1–R2), which reduce the amount of waste sent to landfills through recycling and diversion programs; and
- Water Conservation and Reuse (Measure W1–W2), which reduce emissions associated with the energy needed to treat, transport and deliver water.

In addition, the CAARP focuses on encouraging alternative transportation modes and reducing VMT. These strategies and measures, such as extending transit network coverage (Measure M1), providing end-of-trip bicycle facilities (Measure M3), and expanding bikeway networks (Measure M3) would directly benefit alternative transportation, which would reduce vehicle trips and VMT within the City with a goal of achieving a 5 percent reduction in VMT.

As described in Chapter III, *Environmental Checklist*, Section XIV, *Population and Housing*, the CAARP does not propose land use, zoning, or physical changes in the City that would result in new housing or jobs or that would displace existing residents or housing. In addition, the CAARP does not propose new infrastructure, such as roadways or utilities, which would indirectly lead to new population growth or development. Therefore, the CAARP would not conflict with the growth projections identified in the AQMP and would not conflict with or obstruct implementation of the AQMP's or the City's strategies and policies intended to reduce air pollutant emissions. Impacts from implementation of the CAARP would be less than significant, and no mitigation measures would be required.

- b) **Less Than Significant Impact.** A significant impact may occur if a project would add a cumulatively considerable contribution of a federal or state non-attainment pollutant. The Air Basin is currently in non-attainment for ozone, particulate matter 10 (PM10), and PM2.5.

As discussed above, the CAARP is a policy document and does not propose the construction or operation of development that would generate criteria pollutant emissions. However, with the adoption and implementation of the CAARP, future CAARP-related projects would have the

potential to generate temporary criteria pollutants from construction activities through the use of heavy-duty construction equipment and vehicle trips. Additionally, there is also a potential for CAARP-related projects to generate fugitive dust emissions resulting from construction activity and operational emissions through vehicle trips energy sources, area sources, such as operation of landscaping equipment and use of consumer products.

The CAARP includes measures and implementing actions that would minimize criteria and ozone precursor air pollutant emissions. Measures A3 and A5 would provide key co-benefits that actively reduce these non-attainment pollutants. Specifically, Measure A3 directly improves air quality by increasing the urban forest, which filters PM10 and PM2.5 and absorbs NOX and VOCs. Similarly, Measure A5 targets improved building systems and includes a focus on enhancing indoor air quality through filtration, which reduces the public's exposure to both indoor and outdoor pollutants, especially during health-hazardous events like heatwaves or wildfires.

Furthermore, future CAARP-related projects would also be required to comply with applicable SCAQMD regulations for controlling fugitive dust pursuant to SCAQMD Rule 403 (e.g., application of water spray/mists at least three times per day on active areas of disturbance and unpaved roads, limiting truck speed to 15 miles per hour or less on unpaved roads to minimize fugitive dust generation at and around construction sites, etc.). Although the goal of the CAARP is to reduce GHG emissions in the City, adoption and implementation of the CAARP would have co-benefits of reducing air pollutant emissions compared to existing conditions. While future physical improvement projects would be implemented as part of the CAARP's various strategies, individual projects implemented under the CAARP requiring discretionary approval would be subject to a separate environmental review as required by CEQA, evaluating emissions with respect to the applicable SCAQMD's regional emissions thresholds, on a case-by-case basis. Therefore, since the CAARP is a policy document and does not propose specific physical developments, adoption and implementation of the CAARP would not 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 during construction or operations and impacts would be less than significant, and no mitigation measures would be required.

- c) **Less Than Significant Impact.** Certain population groups are especially sensitive to air pollution and should be given special consideration when evaluating potential air quality impacts. As defined in the SCAQMD CEQA Air Quality Handbook, a sensitive receptor to air quality is defined as any of the following land use categories: (1) long-term health care facilities; (2) rehabilitation centers; (3) convalescent centers; (4) retirement homes; (5) residences; (6) schools; (7) parks and playgrounds; (8) child care centers; and (9) athletic fields. Potential impacts from exposure of sensitive receptors to substantial pollutant concentrations is evaluated below.

Construction and Operation

The SCAQMD adopted the *Final Localized Significance Thresholds Methodology* (2003; revised 2008) for evaluating impacts to sensitive receptors from localized emissions, which utilizes on-site mass emission rate screening levels and project-specific dispersion modeling. The SCAQMD *Final Localized Significance Thresholds Methodology* establishes screening criteria that can be

used to determine the maximum allowable daily emissions that a project may generate without causing or contributing to an exceedance of the applicable NAAQS without project-specific dispersion modeling. The screening criteria depend on: (1) the area in the South Coast Air Basin in which the project is located, (2) the size of the project area, and (3) the distance between the project's emission sources and the nearest sensitive receptor. The localized significance thresholds are applicable to NO_x, carbon monoxide (CO), PM₁₀, and PM_{2.5}.

As discussed above in Items III.a and III.b, the CAARP is a policy document and does not propose the construction or development that would expose sensitive receptors to substantial pollutant concentrations. Future CAARP-related projects would have the potential to generate localized criteria pollutant emissions. However, CAARP-related projects requiring discretionary approval would be required to undergo an environmental review pursuant to CEQA and in accordance with SCAQMD air quality guidance for the emissions of localized air pollutant thresholds for construction and operations, on a case-by-case basis.

As listed in Item III.a, the CAARP includes measures and implementing actions that would minimize criteria and ozone precursor air pollutant emissions. Future CAARP-related projects would also be required to comply with applicable SCAQMD regulations for controlling fugitive dust pursuant to SCAQMD Rule 403 (e.g., application of water spray/mists at least three times per day on active areas of disturbance and unpaved roads, limiting truck speed to 15 miles per hour or less on unpaved roads to minimize fugitive dust generation at and around construction sites, etc.). Furthermore, implementation of future CAARP-related projects would not include substantial sources of on-site stationary source emissions. Typically, land uses associated with industrial operations, such as chemical processing and warehousing operations with on-site idling trucks have the potential to generate substantial on-site stationary source emissions. Future physical improvement projects that would be implemented with adoption of the CAARP would not be anticipated to include uses that would require stationary sources.

The CAARP's overall impact on sensitive receptors is net beneficial due to the integration of Adaptation and Resilience strategies, which are designed to actively reduce exposure to climate and pollution hazards. Measure A5 addresses community-identified vulnerabilities regarding air quality and extreme heat. This measure prioritizes improving indoor air quality and thermal safety through enhancements like the installation of air filtration systems in sensitive receptor locations, including residences, schools, and critical public facilities. By upgrading buildings, this measure reduces the exposure of sensitive receptors to outdoor air contaminants that might infiltrate indoor spaces. In addition, Measure A3 would reduce localized outdoor pollutant concentrations and heat exposure in areas used by sensitive receptors by increasing the urban tree canopy, which is known to absorb criteria pollutants and particulate matter. These Adaptation and Resilience measures would work simultaneously with the CAARP's GHG Reduction measures (Measures V1-V3 and M1-M5) to further reduce pollutants in the City.

Therefore, since the CAARP is a policy document and does not propose specific physical developments, the Project would not result in localized air quality impacts related to construction and operation-related emissions and localized impacts would be less than significant, and no mitigation measures would be required.

Carbon Monoxide Hotspot

The potential for projects facilitated by adoption of the CAARP to cause or contribute to CO hotspots is evaluated by comparing project-related traffic volumes on affected roadway intersections (both intersection geometry and traffic volumes) with prior studies conducted by the SCAQMD in support of their AQMPs and considering existing background CO concentrations. The CAARP is a policy document and does not propose the construction or operation of development that would expose sensitive receptors to CO hotspots. Adoption and implementation of the CAARP would include strategies and measures that would reduce the City's GHG emissions as well as vehicular CO emissions through strategies such as Zero-Emission Vehicles (Measure V1–V3), which supports the shift to zero-emission vehicles (ZEVs), and Smart Mobility and Active Transportation (Measure M1–M5), which reduces vehicle trips and increasing active transportation modes. Implementation of the CAARP strategies and measures would reduce vehicle trips and VMT within the City with a goal of achieving a 5 percent reduction in VMT. Nonetheless, while CO hotspot impacts are not expected, individual future CAARP-related projects that would occur with adoption of the CAARP requiring discretionary approval would be required to undergo an environmental review pursuant to CEQA, on a case-by-case basis. As a result, impacts related to CO hotspots would be less than significant with implementation of the CAARP, and no mitigation measures would be required.

Toxic Air Contaminants

Construction and operation of future CAARP-related projects may result in emissions of toxic air contaminants (TACs), from diesel particulate matter (DPM) emissions from on- and off-road vehicles during construction. Since the exact nature, location, and operation of the future developments are unknown, and because health risk impacts from TACs are assessed over an extended period of time for proximate sensitive receptors, quantification of potential health risks would be speculative at this time. Implementation of future CAARP-related projects would not include substantial sources of on-site stationary source emissions. Typically, land uses associated with industrial operations, such as chemical processing and warehousing operations with on-site idling trucks have the potential to generate substantial on-site stationary source emissions. Future physical improvement projects that would be implemented with adoption of the CAARP would not be anticipated to include uses that would require stationary sources.

Construction associated with future CAARP-related projects would also be required to comply with CARB and SCAQMD rules and regulations that limit TAC emissions such as the CARB Airborne Toxic Control Measure (ATCM) limiting heavy-duty diesel motor vehicle idling to reduce public exposure to DPM and other TACs (California Code of Regulations Title 13, Section 2485). Nonetheless, these future CAARP-related projects that may occur with adoption of the CAARP would be required to undergo an environmental review pursuant to CEQA and in accordance with applicable SCAQMD guidance for evaluating TAC emissions and associated health risk impacts, on a case-by-case basis. In addition to the regulatory compliance, the CAARP's long-term implementation of Measure V1 through V3 and the prioritization of sensitive receptor protection through Measure A5 would further reduce the primary source of TAC emissions from mobile sources and the subsequent exposure of sensitive populations to these pollutants.

Therefore, as the CAARP is a policy document and does not propose specific physical developments the Project would not result in TAC emissions and impacts related to construction and operation-related TAC emissions would be less than significant, and no mitigation measures would be required.

- d) **Less Than Significant Impact.** According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Adoption of the CAARP would not result in the future development of uses identified by SCAQMD as being associated with substantial odors. The CAARP's waste reduction and diversion strategies (Measure R1-R2) are expected to reduce waste sent to landfills, thereby decreasing the potential for long-term odor generation related to waste decomposition.

As a result, the Project would not discharge other emissions, such as those leading to odors, in quantities that would cause a nuisance, injury, or annoyance to the public or property pursuant to SCAQMD Rule 402. Individual future projects that may be implemented with adoption of the CAARP would also be required to comply with SCAQMD rules that limit operational sources of odors such as Rule 1133 et seq. that limits odorous emissions from composting and green waste operations and Rules 1113 and 1171 that limit volatile organic compounds (VOC) emissions from architectural coatings and solvents.

Project-specific CAARP-related development may emit odors during temporary construction activities such as from the application of architectural coatings and solvents and the combustion of diesel fuel in on- and off-road equipment. However, these individual future projects would be required to comply with CARB and SCAQMD rules and regulations that limit emissions that would lead to odors such as the CARB anti-idling ATCM (California Code of Regulations Title 13, Section 2485) and SCAQMD Rules 1113 and 1171. Therefore, the Project would not create adverse odors affecting a substantial number of people and impacts would be less than significant, and no mitigation measures are required.

Cumulative Impacts

For purposes of the cumulative air quality analysis with respect to CEQA Guidelines Section 15064(h)(3), the Project's cumulative air quality impacts are determined not to be significant based on its consistency with the SCAQMD's adopted 2022 AQMP, as discussed above. With adoption of the CAARP, the Project's increase in population, housing and employment would not conflict with Connect SoCal 2024 growth projections, upon which the 2022 AQMP is based. Related projects would also be required to assess consistency with the 2022 AQMP transportation control strategies, as well as with population, housing, and employment growth projections in Connect SoCal 2024 and provide mitigation measures if significant impacts are identified. As discussed above, the Project is a policy document and does not itself propose development within the City and would therefore not increase the frequency or severity of an existing violation or cause or contribute to new violations for ozone. Therefore, the Project would be consistent with and would not conflict with or obstruct implementation of the applicable AQMP. Accordingly, Project air quality impacts are not cumulatively considerable and cumulative impacts are less than significant.

The SCAQMD recommends evaluating cumulative impacts for individual projects based on whether the project exceeds the SCAQMD's recommended daily thresholds for project-specific impacts for those pollutants for which the Air Basin is in non-attainment. Thus, the cumulative analysis of air quality impacts follows SCAQMD's guidance such that construction or operational Project emissions would be considered cumulatively considerable if Project-specific emissions exceed an applicable SCAQMD recommended significance threshold.

The City relies on thresholds established by the SCAQMD (refer to CEQA Guidelines Section 15064.7) to assess the Project's cumulative impacts. Regional emissions from a project have the potential to affect the Basin as a whole, and, unlike other environmental issues areas, such as aesthetics or noise, it is not possible to establish a geographical radius from a specific project site where potential cumulative impacts from regional emissions would be limited. Meteorological factors, such as wind, can disperse pollutants, often tens of miles downwind from a project site. Therefore, consistent with accepted and established SCAQMD cumulative impact evaluation methodologies, the potential for the Project to result in cumulative impacts from regional emissions is assessed based on the SCAQMD thresholds.

As described above, the CAARP is a policy document and does not propose the construction or operation of development. The purpose of the CAARP is to reduce the City's community-wide GHG emissions and to enhance the community's resilience to the anticipated impacts of climate change. The incorporation of the Adaptation and Resilience measures, such as Measure A3 and A5, ensures that the CAARP provides long-term, structural benefits to air quality and public health. Therefore, cumulative impacts related to health risk, regional, and localized emissions would be less than significant. While future physical projects may be implemented under the CAARP's various strategies, as well as additional related cumulative projects, individual future projects requiring discretionary approval would be required to undergo an environmental review pursuant to CEQA in accordance with SCAQMD guidance, on a case-by-case basis.

Biological Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
IV. BIOLOGICAL RESOURCES — Would the project:				
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 Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
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 Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Discussion

- a) **Less Than Significant Impact.** The City is located in an urbanized area with a high-density environment. The City is particularly vulnerable to climate change due to its landscape, which is prone to localized flooding and extreme heat, and its proximity to industrial facilities, pollution sources, and major freeways. Migratory and nesting birds protected by Sections 3503, 3503.5, and 3513 of the California Fish and Game Code (CFGF) and the Migratory Bird Treaty Act (MBTA) may utilize trees, landscaping, and structures throughout the City for nesting habitat. Special-status species are those plants and animals listed, proposed for listing, or candidates for listing as Threatened or Endangered by the United States Fish and Wildlife Service (USFWS) under the Federal Endangered Species Act (ESA). The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City and would instead promote sustainable infrastructure development and strategies to reduce GHG emissions in the City. The measures proposed in the CAARP would apply to the urbanized areas of the City with low potential for sensitive species or habitat. The CAARP would not have a substantial adverse effect on candidate, threatened, or endangered wildlife species either directly through individual take or indirectly through species habitat modification.

Implementation of the CAARP would result in CAARP-related projects which would involve infrastructure development within the urbanized portions of the City and would result in impacts to migratory and nesting birds protected under Sections 3503, 3503.5, and 3513 of the CFGC and under the MBTA through construction activities.

The CAARP measures involve increased energy efficiency and building decarbonization, improving active transportation and public transit facilities, and upgrading water and stormwater facilities. These actions have the potential to disturb nesting habitat for protected birds and raptors. However, the CAARP's overall effect is beneficial to urban wildlife, particularly birds, through the implementation of Measure A3 which targets a significant increase in the City's tree canopy, which directly expands the amount of available nesting and foraging habitat for protected birds and raptors, improving the quality and quantity of urban biological resources in the long-term.

Further, construction activities for future CAARP projects would be required to comply with the provisions of the MBTA and CFGC Sections 3503, 3503.5, and 3513 in order to avoid impacts to protected migratory and nesting birds and would be reviewed for consistency with City, state, and federal policies related to protected species on a case-by-case basis. Therefore, the Project would result in a less than significant impact related to special-status wildlife species, and no mitigation measures would be required.

- b) **No Impact.** The City is located in an urbanized area with a high-density urban environment. The City's landscape is identified as being prone to localized flooding, extreme heat, and climate change. There are no riparian habitats within the City.¹⁷ The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City and would instead promote sustainable infrastructure development and strategies to reduce GHG emissions in the City. However, the CAARP includes Measure A4, which would promote the use of bioswales, permeable paving and other green infrastructure and thus improve the quality of stormwater runoff entering the adjacent Los Angeles River. This action is beneficial, as it reduces pollutant loading into the downstream environment, which can indirectly support the ecological health of the regional river system.

Furthermore, the location and details of future CAARP-related projects would be reviewed for consistency with relevant regulations prior to approval on a case-by-case basis. Therefore, the Project would not have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW and USFWS, thus no impact would occur, and no mitigation measures would be required.

- c) **Less Than Significant Impact.** According to the USFWS National Wetlands Inventory, the City is immediately adjacent to the Los Angeles River, which consist of 149.59 and 236.92 acres of

¹⁷ USFW. 2025. National Wetlands Inventory: Riparian Habitats. Available at: <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>, accessed July 31, 2025.

riverine habitat, classified as a Riverine (R) Lower Perennial (2) Unconsolidated Shore (US), Seasonally Flooded (C), Artificial Substrate (r) (R2USCr).^{18,19}

The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City and would instead promote sustainable infrastructure development and strategies to reduce GHG emissions in the City. The incorporation of Measure A4 would be beneficial to the adjacent protected riverine habitat/wetland area. By prioritizing infiltration and filtering of stormwater runoff before it enters the Los Angeles River, Measure A4 would reduce pollutant transport and improve hydrological quality, thus minimizing indirect adverse effects on the federally protected wetlands.

As mentioned above, the location and details of future CAARP-related projects would be reviewed for consistency with relevant regulations prior to approval on a case-by-case basis. Therefore, the Project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA) through direct removal, filling, hydrological interruption, or other means, and impacts would be less than significant, and no mitigation measures would be required.

- d) **No Impact.** As mentioned above, the City is located in an urbanized area with a high-density urban environment. The CAARP is a policy document focused on reducing GHG emissions in the City and creating measures to address climate change impacts in the community. The CAARP does not propose land use, zoning, or physical changes in the City that would impede the movement of any native resident or migratory fish or wildlife species. However, the CAARP measures involve increased energy efficiency and building decarbonization, improving active transportation and public transit facilities, and upgrading water and stormwater facilities. These actions have the potential to disturb nesting birds and migratory species. In addition, the CAARP's long-term effect is beneficial to these species, as Measure A3 is designed to increase the density and quality of urban habitat, thus expanding nesting sites and urban wildlife corridors within the City.

Furthermore, construction activities for future CAARP projects would be required to comply with the provisions of the MBTA and CFGC Sections 3503, 3503.5, and 3513 in order to avoid impacts to protected migratory and nesting birds and would be reviewed for consistency with City, state, and federal policies related to protected species on a case-by-case basis. As such, the CAARP would not have a substantial adverse effect on nesting and migratory birds. Therefore, the Project would not interfere 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, thus no impact would occur, and no mitigation measures would be required.

¹⁸ USFW. 2025. National Wetlands Inventory. Available at: <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>, accessed July 31, 2025.

¹⁹ Federal Geographic Data Committee. 2013. Classification of Wetlands and Deepwater Habitats of the United States. Available at: <https://www.fws.gov/sites/default/files/documents/Classification-of-Wetlands-and-Deepwater-Habitats-of-the-United-States-2013.pdf>, accessed July 31, 2025.

- e) **Less Than Significant Impact.** The City's General Plan Open Space and Conservation Elements incorporate policies to protect biological resources such as plants, trees, wildlife habitats, and the species that utilize these habitats.^{20,21} The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City and would instead promote sustainable infrastructure development and strategies to reduce GHG emissions in the City. The purpose and intended effect of the CAARP is to reduce GHG emissions generated in the City to help reduce the effects of climate change. Implementation of the Project strategies would align with the General Plan Open Space and Conservation Elements and would be beneficial by helping the City meet applicable local policies and ordinances for protecting biological resources and reducing GHG emissions simultaneously. In addition, implementation of Measure A3 would directly implement the General Plan's goals for protecting and increasing the City's urban forest, which is the primary biological resource within the City. Thus, the Project would not conflict with or obstruct implementation of the applicable policies for preserving biological resources and would not affect the City's ability to attain goals and policies that protect biological resources. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance and impacts would be less than significant, and no mitigation measures would be required.
- f) **No Impact.** The purpose and intended effect of the CAARP is to reduce GHG emissions generated and help reduce the effects of climate change within the City. The CAARP does not propose land use, zoning, or physical changes in the City. In addition, the City is not located within a conservation plan.²² Therefore, the Project would not include any physical change that would conflict with an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan thus no impact would occur, and no mitigation measures would be required.

Cumulative Impacts

The CAARP is intended to facilitate GHG reductions within the City of Maywood by implementing various strategies and actions that are consistent with the CAARP as part of future development. The only other related projects in the region with the potential to contribute to cumulative effects in conjunction with the CAARP are other CAPs and similar GHG reduction plans. Implementation of future CAARP-related projects, in combination with other cumulative projects that occur to accommodate the City's anticipated population, employment, and housing growth, could result in impacts to biological resources during infrastructure and building construction. However, any future CAARP-related project would be required to comply with applicable City General Plan policies and state and federal regulatory requirements regarding avoidance of special wildlife species and habitat. The CAARP does not propose land use, zoning, or physical changes in the City and focuses on an urbanized area with low potential for interference with native wildlife species, corridors, and nursery sites. The CAARP's proposed measures are expected to result in a long-term cumulative benefit to local biological resources, particularly through the incorporation of

²⁰ City of Maywood. 1989. Open Space Element. Available at: <https://www.cityofmaywood.com/DocumentCenter/View/414/Open-Space-Element-PDF>, accessed July 31, 2025.

²¹ City of Maywood. 2022. Conservation Element. Available at: <https://www.cityofmaywood.com/DocumentCenter/View/411/Conservation-Element-PDF>, accessed July 31, 2025.

²² CDFWS. 2023. California Natural Community Conservation Plans. Available at: <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>, accessed July 31, 2025.

Adaptation and Resilience strategies which prioritize the enhancement of the urban environment (Measure A3 and A4). This incorporation minimizes potential negative cumulative effects while maximizing long-term positive ecological benefits. Therefore, the Project would result in a less than significant cumulative impact related to biological resources.

Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
V. CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

Discussion

CEQA defines historic resources as those that are listed on, or determined to be eligible for listing on, the California Register of Historical Resources (CRHR) or a local register, or are otherwise determined to be historical pursuant to CEQA (PRC Section 21084.1) or CEQA Guidelines (CCR Title 14, Section 15064.5). The CRHR also includes properties formally determined eligible or listed in the National Register of Historic Places (PRC Section 5024.1). A historic resource may be an object, building, structure, site, area, place, record, or manuscript that is historically significant or significant in terms of California's architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural records (PRC Section 5020.1(j)). Typically, historic resources are more than 50 years old.

Archaeological resources may be considered historic resources or, if not, they may be determined to be "unique" as defined by CEQA (PRC Section 21083.2(g)). A "unique archaeological resource" is an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria: (1) contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; (2) has a special and particular quality such as being the oldest of its type or the best available example of its type; or (3) is directly associated with a scientifically recognized important prehistoric or historic event or person.

When an initial study identifies the existence of, or the probable likelihood, of Native American human remains within the project, a lead agency shall work with the appropriate Native Americans as identified by the Native American Heritage Commission as provided in Public Resources Code section 5097.98. The applicant may develop an agreement for treating or disposing of, with appropriate dignity, the human remains and any items associated with Native American burials with the appropriate Native Americans as identified by the Native American Heritage Commission."

- a) **Less Than Significant Impact with Mitigation Incorporated.** The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City and would instead promote sustainable infrastructure development and strategies to reduce GHG emissions in the City. As a policy document, the CAARP itself would not result in direct impacts to historical resources. However, future projects implementing GHG reduction measures contained in the CAARP could involve structural improvements and/or ground disturbing activities that

could, depending on their location, result in direct or indirect adverse changes to the significance of historical resources. For example, such changes could result from construction of natural gas equipment and appliances at City buildings and facilities, installment of publicly accessible charging infrastructure (electrical vehicles), freeway improvements, expansion of public transit, and dense residential construction. These activities have the potential to cause significant and unavoidable impacts on historical resources. However, future projects would be required to comply with existing federal, State, and local regulations that protect historical resources and undergo the City's discretionary review process, where applicable, including completion of subsequent project-level planning and environmental review under CEQA. Implementation of Mitigation Measure CR-1 would further reduce impacts by requiring projects with the potential to impact historic or archaeological resources to undergo expert evaluation, documentation, and impact analysis by qualified professionals. Refer to Appendix D, *Mitigation Monitoring and Reporting Program*, of this ISMND. Therefore, the Project would result in a less than significant impact with mitigation incorporated.

- b) **Less Than Significant Impact with Mitigation Incorporated.** The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City and would instead promote sustainable infrastructure development and strategies to reduce GHG emissions in the City. As a policy document, the CAARP itself would not result in direct impacts to unique archaeological resources. However, future projects implementing GHG reduction measures that would involve ground disturbing activities, including grading and excavation, could, depending on their location, result in direct or indirect adverse changes to the significance of unique archaeological resources. For example, such changes could result from construction of natural gas equipment and appliances at City buildings and facilities, installment of publicly accessible charging infrastructure (electrical vehicles), freeway improvements, expansion of public transit, and dense residential construction. However, future projects would be required to comply with existing federal, State, and local regulations that protect archaeological resources and undergo the City's discretionary review process, where applicable, including completion of subsequent project-level planning and environmental review under CEQA. Therefore, the Project would result in a less than significant impact and no mitigation measures would be required. Implementation of Mitigation Measure CR-1 would further reduce impacts by requiring projects with the potential to impact historic or archaeological resources to undergo expert evaluation, documentation, and impact analysis by qualified professionals. Refer to Appendix D, *Mitigation Monitoring and Reporting Program*, of this ISMND. Therefore, the Project would result in a less than significant impact with mitigation incorporated.
- c) **Less Than Significant Impact with Mitigation Incorporated.** The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City and would instead promote sustainable infrastructure development and strategies to reduce GHG emissions in the City. As a policy document, the CAARP itself would not result in direct impacts to human remains. However, future projects implementing GHG reduction measures that would involve ground disturbing activities could, depending on their location, result in disturbance of human remains interred outside of a dedicated cemetery. Ground-disturbing projects of all kinds would be required to comply with applicable federal, state, and local regulations that protect human remains and, where applicable, undergo the City's discretionary review process, including

completion of subsequent project-level planning and environmental review under CEQA. Implementation of Mitigation Measure CR-2 would further reduce impacts by requiring projects with the potential to impact human remains to undergo expert evaluation, documentation, and impact analysis by qualified professionals, while also mandating compliance with Public Resources Codes for human remains. Refer to Appendix D, *Mitigation Monitoring and Reporting Program*, of this ISMND. Therefore, the Project would result in a less than significant impact with mitigation incorporated.

Mitigation Measures

Mitigation Measure CR-1: Future Study – Historical and Unique Archaeological Resources.

New projects under the plan that could have a potential direct or indirect impact to historic and archaeological resources and are within or adjacent to (within 100 feet of) structures that are more than 45 years old, or have been recorded as historic resources or that require ground disturbance that could impact archaeological resources that might be found to be significant historical resources under CEQA.

The City shall retain a qualified architectural historian, defined as meeting the Secretary of the Interior's Professional Qualification Standards for architectural history and a Qualified Archaeologist under the Secretary of the Interior Standards. The architectural historian will conduct a historic resources assessment including: a records search, at the South Central Coastal Information Center (SCCIC); a review of pertinent archives and sources; a pedestrian field survey; updates or full recordation of all identified historic resources on California Department of Parks and Recreation 523 forms; and preparation of a technical memo documenting the methods and results of the assessment. All identified historic resources shall be assessed for the project's potential to result in direct and/or indirect effects to those resources and any historic resource that may be affected shall be evaluated for its potential significance (i.e., listing in the CRHR) prior to the City's approval of project plans and publication of subsequent CEQA documents. The qualified architectural historian shall provide recommendations regarding avoidance or minimizing impacts, or treatment for historical resources (i.e., resources found eligible for listing in the CRHR) that will be affected by the project.

The qualified archaeologist shall review the SCCIC record search, historic maps, soil maps, and aerial photographs along with any other relevant information to determine land use history and archaeological sensitivity. Areas of medium to high sensitivity will be assessed for the project's potential to result in direct effects to those resources and any archaeological resource that may be affected shall be evaluated for its potential significance (i.e., listing in the CRHR) prior to the City's approval of project plans and publication of subsequent CEQA documents. The qualified archaeologist shall provide recommendations regarding avoidance or minimizing impacts, or treatment for historical resources or unique archaeological resources (i.e., resources found eligible for listing in the CRHR) that will be affected by the project.

Mitigation Measure CR-2: Inadvertent Discovery of Human Remains. If human skeletal remains are uncovered during ground disturbance the City shall immediately halt work, contact the Los Angeles County coroner to determine whether the remains are human, and follow the procedures and protocols set forth in Section 15064.5 (e)(1) of the CEQA Guidelines. If the County Coroner determines that the remains are Native American, they shall contact the Native American Heritage Commission (NAHC), in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code Section (PRC) 5097.98 (as amended by AB 2641). The NAHC shall then identify the person(s) thought to be the Most Likely Descendant

(MLD) of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains. Per PRC 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 are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this section (PRC 5097.98), with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.

Significance Determination

Less Than Significant Impact with Mitigation Incorporated

Cumulative Impacts

The CAARP is a policy document that guides future development in the City toward GHG reduction and climate adaptation, and it does not authorize any specific physical construction that would cause a direct significant impact to cultural resources. However, when viewed cumulatively with other foreseeable developments in the City, the CAARP-related projects would involve ground disturbance and structural modifications that could potentially impact cultural resources. This cumulative scenario is due to the fact that all future CAARP-related projects must adhere to federal, state, and local regulations, as well as mitigation measure CR-1. Therefore, because the CAARP itself is consistent with all required project-level compliance with federal, state, and local laws, the Project's incremental contribution to cumulative impacts on historical resources is not cumulatively considerable, resulting in a less than cumulatively considerable impact.

Regarding subsurface resources, including archaeological resources and human remains, the cumulative impact of future City development could be cumulatively considerable given the unknown location of future CAARP-related projects. However, the CARRP would adhere to all federal, state, and local laws as well as mitigation measures CR-1 and CR-2. Therefore, because the CAARP itself is consistent with all required project-level compliance with federal, state, and local laws, the Project's incremental contribution to cumulative impacts on archeological resources and human remains is not cumulatively considerable, resulting in a less than cumulatively considerable impact.

Energy

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VI. ENERGY — Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Discussion

- a) **Less Than Significant Impact.** The CAARP is a policy document and does not propose the construction or operation of development that would directly consume energy resources, such as electricity, natural gas, and transportation fuels. The purpose of the CAARP is to reduce the City's community-wide GHG emissions and to enhance the community's resilience to the anticipated impacts of climate change. While future CAARP-related projects would be implemented under CAARP's various strategies, the individual projects requiring discretionary approval would be required to undergo an environmental review pursuant to CEQA, on a case-by-case basis.

Although adoption and implementation of the CAARP would not directly result in the consumption of energy resources through construction or operational activities or development, the CAARP includes strategies and measures that would reduce energy consumption in future project-specific CAARP-related projects. These strategies and measures include the following:

- Clean Energy (Measure E1–E4), which reduce emissions from electricity used by buildings by increasing the percentage of power being supplied by renewable (zero-carbon) electricity and transitioning away from nonrenewable energy sources;
- Zero-Emission Vehicles (Measure V1–V3), which supports the shift to zero-emission vehicles (ZEVs);
- Green Buildings and Infrastructure (Measure B1–B4), which reduce the amount of energy buildings consume by improving energy efficiency and promoting all-electric buildings;
- Smart Mobility and Active Transportation (Measure M1–M5), which reduce vehicle trips and increasing active transportation modes;
- Off-Road Equipment Electrification (Measure O1), which promote the use of low-emission or electric equipment;
- Recycling and Organic Waste Diversion (Measure R1–R2), which reduce the amount of waste sent to landfills through recycling and diversion programs; and
- Water Conservation and Reuse (Measure W1–W2), which reduce emissions associated with the energy needed to treat, transport and deliver water.

In addition to these GHG reduction strategies, the CAARP's Adaptation and Resilience measures directly and proactively reduce energy demand, particularly during high-stress conditions like extreme heat. Measure A3 directly reducing the urban heat island effect and solar heat gain on buildings. By increasing shade and tree canopy, the demand for high-energy consuming mechanical air conditioning in adjacent buildings is decreased, resulting in a permanent reduction in energy consumption for cooling. Similarly, Measure A5 focuses on improving building energy performance and thermal safety, specifically through retrofits that increase insulation and efficiency. By reducing the thermal load on buildings, Measure A5 ensures that new or existing cooling equipment operates more efficiently, further lowering net energy consumption.

The CAARP focuses on encouraging alternative transportation modes and reducing VMT. These strategies and measures, such as extending transit network coverage (Measure M1), providing end-of-trip bicycle facilities (Measure M3), and expanding bikeway networks (Measure M3) would directly benefit alternative transportation, which would reduce vehicle trips and VMT within the City with a goal of achieving a 5 percent reduction in VMT. The reduction in vehicle trips and VMT within the City would reduce demand on transportation fuels from those who travel within the City. Therefore, based on the strategies in the CAARP that would reduce energy consumption, including transportation fuels, and the inclusion of Measures A3 and A5 that reduce energy demand, impacts due to wasteful, inefficient, or unnecessary consumption of energy resources would be less than significant, and no mitigation measures are required.

- b) **Less Than Significant Impact.** The CAARP is a policy document and does not propose the construction or operation of development that would conflict with or obstruct a state or local plans for renewable energy or energy efficiency. While future physical projects may be implemented under CAARP's various strategies, the individual projects requiring discretionary approval would be required to undergo an environmental review pursuant to CEQA, on a case-by-case basis. Future CAARP-related projects would be required to comply with applicable federal, state, and local regulations pertaining to energy consumption, including utilization of vehicles that comply with the Pavley Regulation (AB 1493), Advanced Clean Cars (ACC), and the California Mobile Source Strategy; utilization of electric utility providers that comply with the Renewables Portfolio Standard (RPS) and Clean Energy and Pollution Reduction Act (SB 350); building designs that comply with the California Code of Regulations Title 24 (California Building Standards Code), and other applicable regulations administered through the USEPA, National Highway Traffic Safety Administration (NHTSA), and the CARB regarding building energy and transportation fuel efficiency.

Adoption of the CAARP would also support federal, state, and local energy goals through the implementation of strategies and measures that reduce energy consumption and promote the adoption of renewable energy resources beyond regulatory requirements. These strategies and measures include those previously listed above in Item VI.a. The CAARP's Adaptation and Resilience measures are also in alignment with and advance state and local energy efficiency goals. Specifically, Measure A5 supports the core objective of Title 24 and other state efficiency programs by targeting energy-saving retrofits and building improvements, ensuring that energy is conserved. In addition, Measure A3 provides a natural, passive cooling mechanism that

complements state and local efforts to reduce peak electricity demand and avoid stressing the grid during extreme heat events.

In summary, these strategies and measures would reduce energy and transportation fuel consumption through targeted improvements across multiple sectors. Building energy efficiency would be enhanced by transitioning to renewable electricity sources and implementing all-electric, high-efficiency building designs. Water energy efficiency would improve through conservation and reuse initiatives that lower the energy required for water treatment and distribution. Solid waste reduction would be achieved by diverting organic and recyclable materials from landfills, thereby decreasing energy use and emissions associated with waste processing. Transportation fuel demand would decline through the promotion of zero-emission vehicles, electrification of off-road equipment, and expanded support for smart mobility and active transportation, all of which reduce reliance on fossil fuels and vehicle trips. As such, the CAARP would support plans for reducing the consumption of energy sources such as electricity, natural gas, and transportation fuels within the City, deploying renewable and zero emissions technologies, and improving energy efficiency. Therefore, the 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, and no mitigation measures are required.

Cumulative Impacts

Cumulative impacts occur when the incremental effects of a Project are significant when combined with similar impacts from other past, present, or reasonably foreseeable projects in a similar geographic area. The geographic context for the analysis of cumulative impacts on electricity is Southern California Edison's (SCE) service area, and the geographic context for the analysis of cumulative impacts on natural gas is Southern California Gas Company (SoCalGas) service area. While the geographic context for transportation-related energy use is more difficult to define, the Project is considered in the context of Los Angeles County-wide consumption given the tendency for vehicles to travel within and through the Los Angeles County and the availability of Los Angeles County-level data. Growth within these geographies is anticipated to increase the demand for electricity, natural gas, and transportation energy, as well as the need for energy infrastructure, such as new or expanded energy facilities.

As mentioned above, the CAARP is a policy document and does not propose the construction or operation of development. The purpose of the CAARP is to reduce the City's community-wide GHG emissions and to enhance the community's resilience to the anticipated impacts of climate change. The CAARP includes strategies and measures that reduce the consumption of energy sources such as electricity, natural gas, and transportation fuels within the City. The incorporation of Measures A3 and A5 ensures that the CAARP's beneficial impacts regarding energy are reduced. Therefore, cumulative energy impacts would not result in the inefficient use of energy consumption nor conflict with any state or local plan for renewable energy or energy efficiency. Cumulative impacts would be less than significant, and no mitigation measures are required.

Geology and Soils

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VII. GEOLOGY AND SOILS — Would the project:				
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?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Discussion

- a.i) **No Impact.** The City is in a seismically active region, with several active and potentially active faults capable of affecting the City, including the San Andreas, Newport-Inglewood, San Fernando, Sierra Madre, and Whittier faults.²³ Potentially active faults in the immediate vicinity of the City include the Norwalk, Raymond Hill, Malibu Coast-Santa Monica-Hollywood, and Verdugo.²⁴ Although the City is located in a seismically active region, there are no Alquist-Priolo Earthquake Fault Zones within the City.²⁵ The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City that would increase seismic risk. Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving a rupture of a known earthquake fault, as

²³ City of Maywood, 2023. 2023 Safety Element. Available at: <https://www.cityofmaywood.com/DocumentCenter/View/2776/Safety-Element---FINAL?bidId=>, accessed August 4, 2025

²⁴ City of Maywood, 2023. 2023 Safety Element. Available at: <https://www.cityofmaywood.com/DocumentCenter/View/2776/Safety-Element---FINAL?bidId=>, accessed August 4, 2025

²⁵ DOC, 2024. Alquist-Priolo Site Investigation Report. Available at: <https://maps.conservation.ca.gov/cgs/informationwarehouse/apreports/>, accessed August 4, 2025.

delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologists or based on other substantial evidence of a known fault, and no impact would occur.

- a.ii) **No Impact.** The CAARP proposed measures focus on transportation, electricity, natural gas, solid waste, wastewater treatment, and energy use for water conveyance. The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City and instead proposes measures focused on reducing GHG emissions in the City. Any individual construction projects that would result from the adoption of the CAARP, such as installing EV charging stations (Measure V1) would be required to adhere to seismic standards of the California Building Code (CBC), which are designed to avoid safety and property risk associated with ground shaking. Furthermore, Measure A5 prioritizes the upgrade and protection of critical facilities and infrastructure following a seismic event to ensure that they withstand strong ground shaking and remain operational. Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking, and no impact would occur.
- a.iii) **Less Than Significant Impact.** Liquefaction susceptibility is influenced by the physical properties of soil, such as grain-size distribution, compaction, cementation, saturation, and depth. In the City, the underlying geologic materials are firm and dense, with a substantial proportion of clay.²⁶ The potential for liquefaction is considered to be very low for most of the City north of Slauson Avenue.²⁷ However, ground water levels and soil characteristics increase the liquefaction potential for the portion of the City south of Slauson Avenue, with a small area in the extreme southeast corner of the City having a high liquefaction potential.²⁸ According to the California Geologic Survey (CGS), the City is located within a Liquefaction Zone.²⁹ The Safety Element of the City's General Plan suggest that further investigation may be required to understand the degree and extent of the liquefaction risk in the City. The CAARP's incorporation of Measure A5 would be beneficial, as it ensures that the critical facilities most essential for public safety and recovery are prioritized against seismic hazards, including liquefaction risk, thereby reducing the impacts during such events. Any future CAARP-related project would be required to adhere to the seismic standards of the CBC, which are designed to avoid safety and property risk associated with ground shaking. Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving liquefaction and impacts would be less than significant, and no mitigation measures would be required
- a.iv) **No Impact.** The geologic and topographic characteristics of an area often determine its potential for landslides. Landslides (or slope failure) refer to the dislodging and failing of a mass of soil or rocks along a sloped surface. According to the Safety Element of the City's General Plan, the

²⁶ City of Maywood, 2023. 2023 Safety Element. Available at: <https://www.cityofmaywood.com/DocumentCenter/View/2776/Safety-Element---FINAL?bidId=>, accessed August 4, 2025.

²⁷ City of Maywood, 2023. 2023 Safety Element. Available at: <https://www.cityofmaywood.com/DocumentCenter/View/2776/Safety-Element---FINAL?bidId=>, accessed August 4, 2025.

²⁸ City of Maywood, 2023. 2023 Safety Element. Available at: <https://www.cityofmaywood.com/DocumentCenter/View/2776/Safety-Element---FINAL?bidId=>, accessed August 4, 2025.

²⁹ CGS. 2024. DOC: CGS Seismic Hazards Program: Liquefaction Zones. Available at: <https://maps-cnra-cadoc.opendata.arcgis.com/datasets/cadoc::cgs-seismic-hazards-program-liquefaction-zones/explore?location=35.534859%2C-119.759465%2C6.84>, accessed August 4, 2025.

City is not located in the path of any potential landslides.³⁰ Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving landslides thus no impact would occur, and no mitigation measures would be required.

- b) **No Impact.** As mentioned above, the CAARP is a policy document and does not propose land use, zoning, or physical changes in the City and would instead promote sustainable infrastructure development and strategies to reduce GHG emissions in the City. The CAARP proposed measures that would involve minor ground disturbance, such as installing bioswales along streets (Measure W2), promoting transit oriented development (Measure M2), or improving street design (Measure M3), would be subject to existing City regulations to prevent erosion and would occur on previously disturbed urban land. Any future CAARP-related project would be required to comply with the CBC and would also be subject to a separate environmental review under CEQA. The CAARP would not involve construction that would result in the loss of topsoil; thus, no impact would occur, and no mitigation measures would be required.
- c) **Less Than Significant Impact.** Unstable geologic units or soils commonly occur when there are landslides, lateral spreading, subsidence/collapse, or liquefaction.

Landslides

The geologic and topographic characteristics of an area often determine its potential for landslides. Landslides (or slope failure) refer to the dislodging and falling of a mass of soil or rocks along a sloped surface. Since the CAARP is a policy document and does not propose physical changes to the environment and given the City's flat topography, the potential for geologic hazards such as landslides are considered low. Therefore, the Project would not 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, thus no impact would occur, and no mitigation measures would be required.

Lateral Spreading

Lateral spreading movement occurs when a soil mass slides laterally on liquefied soil layers, moving downslope or towards a free face. As mentioned above, the City is located within a liquefaction hazard zone and therefore, there is potential for lateral spreading to occur within the City.³¹ However, since the CAARP is a policy document and does not propose land use, zoning, or physical changes in the City and would instead promote sustainable infrastructure development and strategies to reduce GHG emissions in the City, the Project would not result in a potentially significant impact and would not expose people or structures to substantial adverse effects associated with lateral spreading such as liquefaction, thus impacts would be less than significant, and no mitigation measures would be required.

³⁰ City of Maywood, 2023. 2023 Safety Element. Available at: <https://www.cityofmaywood.com/DocumentCenter/View/2776/Safety-Element---FINAL?bidId=>, accessed August 4, 2025

³¹ City of Maywood, 2023. 2023 Safety Element. Available at: <https://www.cityofmaywood.com/DocumentCenter/View/2776/Safety-Element---FINAL?bidId=>, accessed August 4, 2025.

Subsidence/Collapse

The City is located in the Los Angeles basin, an alluvial lowland underlain by a structural depression that has experienced periodic and continuous subsidence over millions of years.³² The natural topography of the City is level, with local relief ranging from 140 to 175 feet above sea level. The City is in a seismically active region, with several active and potentially active faults capable of affecting the City, including the San Andreas, Newport-Inglewood, San Fernando, Sierra Madre, and Whittier faults. The City is located on relatively flat-lying ground that has no slope stability problems for lurching, and no large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned within the City or in the general site vicinity.³³ As such, the potential for ground subsidence due to withdrawal of fluids or gasses within the City is considered low. Therefore, the Project would not result in a significant impact and would not expose people or structures to substantial adverse effects associated with subsidence or collapse thus no impact would occur, and no mitigation measures would be required.

Liquefaction

As discussed above, the City is located within a liquefaction zone.³⁴ As stated in the Safety Element of the City's General Plan, it is suggested that further investigation may be required to understand the degree and extent of the liquefaction risk in the City. Any future CAARP-related project would be required to adhere to the seismic standards of the CBC, which are designed to avoid safety and property risk associated with ground shaking. As noted above, the incorporation of Measure A5 further mitigates the consequences of these seismic-related ground failures by ensuring that facilities essential to community safety are protected against these risks. Therefore, the Project would not result in a potentially significant impact and would not expose people or structures to substantial adverse effects associated with liquefaction thus impacts would be less than significant, and no mitigation measures would be required.

- d) **Less Than Significant Impact.** As discussed above, the CAARP is a policy document and does not propose land use, zoning, or physical changes in the City and would instead promote sustainable infrastructure development and strategies to reduce GHG emissions in the City. Any future CAARP-related project would be required to adhere to seismic standards of the CBC, which is designed to avoid hazards related to soil constraints and geologic conditions. Therefore, the Project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code³⁵, creating substantial direct or indirect risks to life or property, thus impacts would be less than significant, and no mitigation measures would be required.
- e) **No Impact.** The CAARP would outline a strategic roadmap with clear goals, innovative strategies, and actionable measures across various sectors. These include transportation, electricity, natural gas, solid waste, wastewater treatment, and energy use for water conveyance.

³² City of Maywood, 2023. 2023 Safety Element. Available at: <https://www.cityofmaywood.com/DocumentCenter/View/2776/Safety-Element---FINAL?bidId=>, accessed August 4, 2025.

³³ City of Maywood, 2023. 2023 Safety Element. Available at: <https://www.cityofmaywood.com/DocumentCenter/View/2776/Safety-Element---FINAL?bidId=>, accessed August 4, 2025.

³⁴ City of Maywood, 2023. 2023 Safety Element. Available at: <https://www.cityofmaywood.com/DocumentCenter/View/2776/Safety-Element---FINAL?bidId=>, accessed August 4, 2025.

³⁵ The CBC no longer includes a Table 18-1-B. Instead, Section 1803.5.3 of the CBC describes the criteria for analyzing expansive soils.

However, the CAARP is a policy document and does not propose land use, zoning, or physical changes in the City. Therefore, the Project would not involve the use of septic tanks or alternative wastewater disposal systems thus no impact would occur, and no mitigation measures would be required.

- f) **Less Than Significant Impact with Mitigation Incorporated.** The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City and would instead promote sustainable infrastructure development and strategies to reduce GHG emissions in the City. As a policy document, the CAARP itself would not result in direct impacts to paleontological resources. However, future projects implementing GHG reduction measures that would involve ground disturbing activities could have the potential to damage or destroy a unique paleontological resource or site or unique geologic feature. Implementation of Mitigation Measure PR-1 would further reduce impacts by requiring projects with the potential to impact paleontological resources to undergo expert evaluation, documentation, and impact analysis by qualified professionals. Refer to Appendix D, *Mitigation Monitoring and Reporting Program*, of this ISMND. Therefore, the Project would result in a less than significant impact with mitigation incorporated

Mitigation Measures

Mitigation Measure PR-1: Future Study – Paleontological Resources. New projects under the plan that could have a potential direct impact to paleontological resources and are within sensitive geological formations, and that require ground disturbance that could impact paleontological resources.

The City shall retain a qualified paleontologist under the specifications of the Society of Vertebrate Paleontology (SVP). The paleontologist will request a records search from the Los Angeles County Museum of Natural History; conduct a review of pertinent geological maps and literature; and prepare a technical memo documenting the methods and results of the assessment. All identified sensitive formations shall be assessed for the project's potential to result in direct effects to those resources prior to the City's approval of project plans and publication of subsequent CEQA documents. The qualified paleontologist shall provide recommendations regarding avoidance or minimizing impacts, or treatment for significant paleontological resources.

Cumulative Impacts

The CAARP is intended to facilitate GHG reductions within the City of Maywood by implementing various strategies and actions that are consistent with the CAARP as part of future development. The only other related projects in the region with the potential to contribute to cumulative effects in conjunction with the CAARP are other CAPs and similar GHG reduction plans. Future CAARP-related projects, in combination with these other cumulative projects, would expose additional people and property to the seismic and geologic hazards that are present in the region. Any future CAARP-related project would be required to adhere to the seismic standards of the CBC which are designed to avoid safety and property risks. As a policy document, the CAARP would not directly result in impacts to paleontological resources or unique geologic features. Furthermore, future projects would be subject to a separate environmental review under CEQA, and compliance with existing regulations including PR-1, would ensure that potential cumulative seismic and geologic impacts are addressed on a case-by-case basis. In addition, the

CAARP provides a cumulative benefit by addressing the consequences of geologic hazards, especially seismic and flood risks, through the Measure A5, which would ensure that the cumulative development across the City is planned to be more resilient and less vulnerable to these hazards. Therefore, the Project would result in a less-than-significant cumulative impact related to geology and soils.

Greenhouse Gas Emissions

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VIII. GREENHOUSE GAS EMISSIONS — Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Discussion

- a) **Less Than Significant Impact.** State regulated GHGs include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃). CO₂ is the most abundant GHG in the atmosphere. Emissions of CO₂, CH₄, and N₂O are of principal concern for development projects as they are associated with the combustion of fossil fuels such as diesel, gasoline, and natural gas. Emissions of CH₄ are also associated with wastewater treatment and solid waste decomposition. Impacts of GHGs are borne globally, as opposed to localized air quality effects of air pollutants and toxic air contaminants. The quantity of GHGs that it takes to result in climate change is not precisely known; however, it is clear that the quantity is enormous, and no single project would measurably contribute to a noticeable incremental change in the global average temperature, or to global, local, or micro climates. From the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative.

The City's CAARP, is a policy document designed to reduce GHG emissions and enhance community resilience to climate change. Chapter 3 of the CAARP identifies two GHG emissions reduction targets – a near-term target for 2035 and a long-term target for 2045 – that align with state and regional targets. These targets represent emissions levels that the City can achieve, based on quantitative emissions modeling, through the implementation of the CAARP's strategies, measures, and actions. The CAARP does not propose land use changes, zoning changes, or any specific physical development. Future individual projects requiring discretionary approval would be required to undergo an environmental review pursuant to CEQA in accordance with SCAQMD guidance, on a case-by-case basis. The adoption and implementation of the CAARP would not result in the construction or operation of physical development, GHG emissions are not quantified and are qualitatively discussed.

Although approval of the Project would not result in the direct construction of physical development, the CAARP includes strategies and measures that would minimize GHG emissions during construction of future CAARP-related projects, such as supporting electrification of off-road equipment (Measure O1), expanding access to public transit (Measure M1), and promoting active transportation (Measure M3). Additionally, Future CAARP-related projects construction are required to comply with applicable federal, state, and local rules and regulations pertaining to the minimizing GHG emissions.

Adoption of the CAARP would establish strategies and measures that would reduce, either directly or indirectly, operational community-wide GHG emissions in the City, including the following:

- Clean Energy (Measure E1–E4), which reduce emissions from electricity used by buildings by increasing the percentage of power being supplied by renewable (zero-carbon) electricity and transitioning away from nonrenewable energy sources;
- Zero-Emission Vehicles (Measure V1–V3), which supports the shift to zero-emission vehicles (ZEVs);
- Green Buildings and Infrastructure (Measure B1–B4), which reduce the amount of energy buildings consume by improving energy efficiency and promoting all-electric buildings;
- Smart Mobility and Active Transportation (Measure M1–M5), reducing vehicle trips and increasing active transportation modes;
- Off-Road Equipment Electrification (Measure O1), which promote the use of low-emission or electric equipment;
- Recycling and Organic Waste Diversion (Measure R1–R2), which reduce the amount of waste sent to landfills through recycling and diversion programs; and
- Water Conservation and Reuse (Measure W1–W2), which reduce emissions associated with the energy needed to treat, transport and deliver water.

The CAARP also incorporates climate Measures A3, A4, and A5, that provide co-benefits by reducing energy demand and associated GHG emissions. Measure A3 provides permanent passive cooling to the built environment, which directly reduces electricity consumption for air conditioning. Measure A4 increases local water infiltration and reduces the volume of stormwater requiring distant conveyance and treatment, thereby reducing the energy-related emissions associated with water management. Lastly, Measure A5 improves building envelopes and thermal performance, which supports the Green Buildings and Infrastructure strategy by reducing heating, cooling needs, and increasing energy efficiency.

The CAARP focuses on encouraging alternative transportation modes and reducing VMT. These strategies and measures, such as extending transit network coverage (Measure M1), providing end-of-trip bicycle facilities (Measure M3), and expanding bikeway networks (Measure M3) would directly benefit alternative transportation, which would reduce vehicle trips and VMT within the City with a goal of achieving a 5 percent reduction in VMT. The reduction in vehicle trips and VMT within the City would reduce demand on transportation fuels and associated transportation-related GHG emissions from those who travel within the City. Therefore, based on the strategies in the CAARP that would reduce energy, waste, and transportation-related GHG emissions, and the inclusion of Measures A3, A4, and A5, adoption of the Project would not result in the generation of substantial GHG emissions, either directly or indirectly, that may have a significant impact on the environment and impacts would be less than significant, and no mitigation measures would be required.

- b) **Less Than Significant Impact.** Adoption and implementation of the CAARP would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions. A consistency analysis is provided below and describes the Project's general conformance with the applicable strategies and measures in the CARB 2022 Scoping Plan and Connect SoCal 2024 RTP/SCS.

2022 Climate Change Scoping Plan

The CARB 2022 Scoping Plan was approved in December 2022 and expands on prior scoping plans and recent legislation, such as AB 1279, by outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state's climate target of reducing anthropogenic GHG emissions to 85 percent below 1990 levels and achieving carbon neutrality by 2045 or sooner. AB 1279, The California Climate Crisis Act, establishes that the State would be required to achieve net zero GHG emissions as soon as possible but no later than 2045, and to achieve and maintain net negative GHG emissions thereafter.

Table 8, *Project Compliance with Applicable 2022 Scoping Plan Actions and Strategies*, contains a list of GHG-reducing strategies as they relate to the Project. The analysis describes the consistency of the Project with these strategies that support the State's strategies in the 2022 Scoping Plan to reduce GHG emissions. The 2022 Scoping Plan relies on a broad array of GHG reduction actions, which include direct regulations, alternative compliance mechanisms, incentives, voluntary actions, and market-based mechanisms such as the Cap-and-Trade program. The Project would not conflict with applicable 2022 Scoping Plan actions and strategies to reduce GHG emissions.

TABLE 8
PROJECT COMPLIANCE WITH APPLICABLE
2022 SCOPING PLAN ACTIONS AND STRATEGIES

Actions and Strategies	Conflict Analysis
Increase in Renewable Energy and Decrease in Oil and Gas Use Actions	Consistent. Adoption of the CAARP would establish strategies and measures that would increase renewable energy and decrease reliance on oil and gas resources by transitioning to zero emissions technologies, whereas the purpose of the CAARP is to reduce the City's community-wide GHG emissions and to enhance the community's resilience to the anticipated impacts of climate change. The CAARP incorporates strategies and measures that would be consistent with this action, including the following: Clean Energy (Measure E1–E4), which reduce emissions from electricity used by buildings by increasing the percentage of power being supplied by renewable (zero-carbon) electricity and transitioning away from nonrenewable energy sources; Zero-Emission Vehicles (Measure V1–V3), which supports the shift to zero-emission vehicles (ZEVs); Green Buildings and Infrastructure (Measure B1–B4), which reduce the amount of energy buildings consume by improving energy efficiency and promoting all-electric buildings; Smart Mobility and Active Transportation (Measure M1–M5), reducing vehicle trips and increasing active transportation modes; and Off-Road Equipment Electrification (Measure O1), which promote the use of low-emission or electric equipment. The above strategies and measures would also align with and support SCE's compliance with the State RPS and electricity-related GHG emissions would decline in successive years as grid-generated electricity is generated from increased percentages of renewable energy sources. Therefore, the Project would not conflict with this action.

Actions and Strategies	Conflict Analysis
Low Carbon Fuels Actions	Consistent. Adoption of the CAARP would establish strategies and measures that would increase transportation fuel efficiency through zero emission technologies or low-emission equipment, as well as reduce VMT in the City with a goal of a 5 percent reduction. The CAARP incorporates strategies and measures that would be consistent with this action, including the following: Zero-Emission Vehicles (Measure V1–V3), which supports the shift to zero-emission vehicles (ZEVs); Smart Mobility and Active Transportation Strategy (Measure M1–M5), reducing vehicle trips and increasing active transportation modes; and Off-Road Equipment Electrification (Measure O1), which promote the use of low-emission or electric equipment. Thus, the Project would not conflict with the State's ability to implement the low carbon fuel standard.
Expansion of Electrical Infrastructure Actions	Consistent. Adoption of the CAARP would establish strategies and measures that would support the decarbonization of the electricity sector by encouraging the replacement of fossil fuel-derived electricity with renewable and zero emission technologies. The CAARP incorporates strategies and measures that would be consistent with this action, including the following: Clean Energy (Measure E1–E4), which reduce emissions from electricity used by buildings by increasing the percentage of power being supplied by renewable (zero-carbon) electricity and transitioning away from nonrenewable energy sources; and Green Buildings and Infrastructure (Measure B1–B4), which reduce the amount of energy buildings consume by improving energy efficiency and promoting all-electric buildings. The above strategies and measures would also align with and support SCE's compliance with the State RPS and electricity-related GHG emissions would decline in successive years as grid-generated electricity is generated from increased percentages of renewable energy sources. Therefore, the Project would not conflict with this action.
Climate Ready and Climate-Friendly Buildings	Consistent. Adoption and implementation of the CAARP would align building standards in the City to support zero-emission new construction and develop building performance standards for existing buildings. The CAARP incorporates strategies and measures that would be consistent with this action, including the following: Clean Energy (Measure E1–E4), which reduce emissions from electricity used by buildings by increasing the percentage of power being supplied by renewable (zero-carbon) electricity and transitioning away from nonrenewable energy sources; Zero-Emission Vehicles (Measure V1), which supports the shift to zero-emission vehicles (ZEVs); and Green Buildings and Infrastructure (Measure B1–B4), which reduce the amount of energy buildings consume by improving energy efficiency and promoting all-electric buildings. These strategies and measures would enable new construction and existing buildings to maximize energy efficiency and support climate-friendly infrastructure. Therefore, the Project would not conflict with this action.
Expanded Use of Zero-Emission Mobile Source Technology Actions	Consistent. Adoption of the CAARP would expand the use of zero-emission mobile source technology within the City. Specifically, the CAARP incorporates strategies and measures that would be consistent with this action, including: Zero-Emission Vehicles (Measure V1–V3), which supports the shift to zero-emission vehicles (ZEVs); Smart Mobility and Active Transportation (Measure M1–M5), reducing vehicle trips and increasing active transportation modes; and Off-Road Equipment Electrification (Measure O1), which promote the use of low-emission or electric equipment. As such, the Project would not conflict with the State's ability to reduce Statewide GHG emissions through ZEVs.
Mechanical Carbon Dioxide Removal and Carbon Capture and Sequestration Actions	Not Applicable. The CAARP does not involve mechanical carbon dioxide removal and carbon capture and sequestration actions. As such, this action does not apply to the Project.
Improvements to Oil and Gas Facilities Actions	Not Applicable. The CAARP does not include improvements to oil and gas facilities. As such, this action does not apply to the Project.
Reduced High-GWP Fluorinated Gases Actions	Not Applicable. This action includes expanding use of low-GWP refrigerants within buildings; increasing funding to decarbonize existing buildings and appliance replacements; and implementing biomethane procurement targets for investor-owned utilities. The CAARP would not impact the use of refrigerants. As such, this action does not apply to the Project.
Forest, Shrubland, and Grassland Management Actions	Not Applicable. This action involves increasing the urban forestry investment annually by 200 percent relative to business as usual. No forests, shrublands, or grasslands are currently located in the City, and the Project will not include any forests, shrublands, or grasslands. As such, this action does not apply to the Project.

Actions and Strategies	Conflict Analysis
Agricultural Actions	Not Applicable. This action involves increasing climate smart forest, shrubland, and grassland management to at least 2.3 million acres a year—an approximately 10x increase from current levels. The Project is in an urban center and would have no agricultural uses. As such, this action does not apply to the Project.
Organic Waste Diversion and Composting Actions	Consistent. Adoption of the CAARP would include organic waste diversion and composting strategies and measures. The CAARP incorporates strategies and measures that would be consistent with this action, including Recycling & Organic Waste Diversion (Measure R1-R3), which reduce the amount of waste sent to landfills through recycling and diversion programs. As such, the Project would not conflict with this action.
Afforestation, Urban Forestry Expansion, Urban Greening, Avoided Natural and Working Land Use Conversion, and Wetland Restoration Actions	Not Applicable. The Project Sites does not include any natural or working lands. As such, this action does not apply to the Project.
Reduced VMT Actions	Consistent. Adoption of the CAARP would support the reduction of VMT in the City by implementing transportation strategies and measures, such as those designated as Smart Mobility (Measures M1-M4), which aim to reduce vehicle trips and increase active transportation modes with a goal of achieving a 5 percent reduction in VMT in the City. As such, the Project would not conflict with this action.

Source: ESA, 2025; CARB, 2022 Scoping Plan for Achieving Carbon Neutrality

As discussed in Table 8, above, the CAARP would not conflict with the 2022 Scoping Plan and would be supportive of the actions and strategies contained therein. Therefore, GHG impacts would be less than significant with respect to the 2022 Scoping Plan, and no mitigation measures would be required.

Connect SoCal 2024

In order to assess the CAARP's potential to conflict with the Connect SoCal 2024, this section analyzes the Project's consistency with the strategies and policies set forth in the Connect SoCal 2024 to meet GHG emission-reduction targets set by CARB. Projects would not conflict with applicable City and regional land use plans and regulations, such as Connect SoCal 2024, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. The CAARP would not conflict with Connect SoCal 2024 goals as detailed in **Table 9, Consistency with Applicable Connect SoCal 2024 Actions and Strategies**.

TABLE 9
CONSISTENCY WITH APPLICABLE CONNECT SOCAL 2024 STRATEGIES

Actions and Strategies	Responsible Party(ies)	Compliance/Consistency Analysis
Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions.	Local Jurisdictions, SCAG	Consistent. Adoption of the CAARP would not conflict with this action. The purpose of the CAARP is to reduce the City's community-wide GHG emissions and to enhance the community's resilience to the anticipated impacts of climate change. The CAARP incorporates strategies and measures that would be consistent with this action, including: Zero-Emission Vehicles (Measure V1–V3), which supports the shift to zero-emission vehicles (ZEVs); and Smart Mobility and Active Transportation (Measure M1–M5), reducing vehicle trips and increasing active transportation modes. The Project would support investments that improve multi-modal and efficient transportation, which may reduce reliance on vehicles and promote sustainable transportation methods that may minimize air quality and greenhouse gas emissions.

Actions and Strategies	Responsible Party(ies)	Compliance/Consistency Analysis
Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities.	Local Jurisdictions, SCAG	Consistent. Adoption of the CAARP would not conflict with this action. The CAARP incorporates strategies and measures that would be consistent with this action, including: Zero-Emission Vehicles (Measure V1–V3), which supports the shift to zero-emission vehicles (ZEVs); and Smart Mobility and Active Transportation (Measure M1–M5), reducing vehicle trips and increasing active transportation modes. The Project would support investments that improve multi-modal and efficient transportation, which offers safe, accessible and sustainable options.
Support planning for people of all ages, abilities, and backgrounds.	Local Jurisdictions, SCAG	Consistent. Adoption of the CAARP would not conflict with this action. The CAARP incorporates strategies and measures that would be consistent with this action, including Smart Mobility and Active Transportation (Measure M1–M5), reducing vehicle trips and increasing active transportation modes. The Project would support a sustainable, energy efficient, and a healthy community. Furthermore, the Project would support planning for people of all ages, abilities, and backgrounds.
Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances.	Local Jurisdictions, SCAG	Consistent. Adoption of the CAARP would not conflict with this action. The CAARP incorporates strategies and measures that would be consistent with this action, including Smart Mobility and Active Transportation (Measure M1–M5), reducing vehicle trips and increasing active transportation modes. The Project would offer greater options for human-center communities by supporting sustainable transportation routes. The Project is located in an urban portion of the City and helps to increase mobility options. Further, the Project would achieve a 5 percent reduction in VMT within the area.
Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households.	Local Jurisdictions, SCAG	Not Applicable. This action is not applicable to the Project. The Project would construct a bicycle, pedestrian, and equestrian pathway. As such, the Project would not include any housing and therefore is not applicable to this strategy.
Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change.	Local Jurisdictions, SCAG	Consistent. Adoption of the CAARP would not conflict with this action. The purpose of the CAARP is to reduce the City of Maywood's community-wide GHG emissions and to enhance the community's resilience to the anticipated impacts of climate change. The CAARP incorporates strategies and measures that would be generally consistent with this action, including: Clean Energy (Measure E1–E4), which reduce emissions from electricity used by buildings by increasing the percentage of power being supplied by renewable (zero-carbon) electricity and transitioning away from nonrenewable energy sources; Zero-Emission Vehicles (Measure V1), which supports the shift to zero-emission vehicles (ZEVs); and Green Buildings and Infrastructure (Measure B1–B4), which reduce the amount of energy buildings consume by improving energy efficiency and promoting all-electric buildings. These strategies and measures would develop communities that are resilient and support climate-friendly infrastructure
Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water.	Local Jurisdictions, SCAG	Consistent. Adoption of the CAARP would not conflict with this strategy. The purpose of the CAARP is to reduce the City's community-wide GHG emissions and to enhance the community's resilience to the anticipated impacts of climate change. The CAARP incorporates strategies and measures that would be consistent with this action, including: Clean Energy (Measure E1–E4), which reduce emissions from electricity used by buildings by increasing the percentage of power being supplied by renewable (zero-carbon) electricity and transitioning away from nonrenewable energy sources; Zero-Emission Vehicles (Measure V1–V3), which supports the shift to zero-emission vehicles (ZEVs); Green Buildings and Infrastructure (Measure B1–B4), which reduce the amount of energy buildings consume by improving energy efficiency and promoting all-electric buildings; Smart Mobility and Active Transportation (Measure M1–M5), reducing vehicle trips and increasing active transportation

Actions and Strategies	Responsible Party(ies)	Compliance/Consistency Analysis
		modes; and Recycling and Organic Waste Diversion ((Measure W1-W2), which reduce emissions associated with the energy needed to treat, transport and deliver water. These strategies and measures directly support this action by planning the region's development pattern and transportation network aligned with sustainability goals.
Conserve the region's resources.	Local Jurisdictions, SCAG	Consistent. Adoption of the CAARP would not conflict with this strategy. The CAARP incorporates strategies and measures that would be consistent with this action, that would conserve the region's natural resources, including: Clean Energy (Measure E1–E4), which reduce emissions from electricity used by buildings by increasing the percentage of power being supplied by renewable (zero-carbon) electricity and transitioning away from nonrenewable energy sources; Zero-Emission Vehicles (Measure V1–V3), which supports the shift to zero-emission vehicles (ZEVs); Green Buildings and Infrastructure (Measure B1–B4), which reduce the amount of energy buildings consume by improving energy efficiency and promoting all-electric buildings; Smart Mobility and Active Transportation (Measure M1–M5), reducing vehicle trips and increasing active transportation modes; Off-Road Equipment Electrification (Measure O1), which promote the use of low-emission or electric equipment; and Recycling and Organic Waste Diversion (Measure R1-R2), which reduce the amount of waste sent to landfills through recycling and diversion programs; and Water Conservation and Reuse (Measure W1-W2), which reduce emissions associated with the energy needed to treat, transport and deliver water. These strategies and measures would conserve resources in the region.
Improve access to jobs and educational resources.	Local Jurisdictions	Consistent. Adoption of the CAARP would not conflict with this strategy. The CAARP would enhance the community's resilience to the anticipated impacts of climate change. The CAARP incorporates strategies and measures that would be consistent with this action, including Smart Mobility and Active Transportation (Measure M1–M5), reducing vehicle trips and increasing active transportation modes. The Project would not offer any jobs or educational resources. The Project would aid in the accessibility to nearby jobs our resources associated with the potential employment locations surrounding the Project Area.
Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.	Local Jurisdictions	Consistent. Adoption of the CAARP would not conflict with this strategy. The Project includes strategies and measures aimed at accelerating freight decarbonization (Measure V3), which would directly impact goods movement, specifically supporting the attainment of clean air and quality of life for communities. Therefore, the Project would not conflict with the goods movements strategies in Connect SoCal 2024.

Source: ESA, 2025; SCAG's 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, 2024

As discussed in Table 9, the Project would not conflict with SCAG's Connect SoCal 2024 and would be supportive of the actions and strategies contained therein. Therefore, GHG impacts would be less than significant with respect to the Connect SoCal 2024.

Overall, the Project would not conflict with an applicable plan, policy, or regulation to reduce GHG emissions as the CAARP would be consistent with applicable plans, policies and regulations and implementation of the CAARP would reduce the City of Maywood's community-wide GHG emissions. As such, impacts would be less than significant, and no mitigation measures are required.

Cumulative Impacts

As discussed above, the CAARP is a policy document, the approval of which would not directly result in the development of land uses and would not directly result in GHG emissions. The purpose of the CAARP is to reduce the City's community-wide GHG emissions and to enhance the community's resilience to the anticipated impacts of climate change. GHG emissions may result from future CAARP-related projects and would be required to undergo an environmental review pursuant to CEQA, on a case-by-case basis.

Analysis of GHG emissions is cumulative in nature because impacts are caused by cumulative global emissions and additionally, climate change impacts related to GHG emissions do not necessarily occur in the same area as a project is located. The emission of GHGs by a single development project into the atmosphere is not necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHGs from more than one project and many sources in the atmosphere that may result in global climate change. The resultant consequences of that climate change can cause adverse environmental effects. A project's GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change.

The state has mandated a GHG emissions target of reducing statewide emissions to 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050 even while statewide population and commerce are predicted to continue to expand. In order to achieve this goal, CARB has established and is implementing regulations to reduce GHG emissions statewide. Currently, there are no adopted CARB, SCAQMD, or County significance thresholds or specific numeric reduction targets applicable to the CAARP, and no approved policy or guidance to assist in determining significance at the cumulative level. Additionally, there is currently no generally accepted methodology to determine whether GHG emissions associated with a specific project represent new emissions or existing, displaced emissions. In addition, the CAARP's incorporation of Adaptation and Resilience measures provides a significant, long-term cumulative benefit that further supports state and regional GHG reduction efforts.

Therefore, consistent with CEQA Guidelines Section 15064(h)(3),³⁶ the City, as lead agency, has determined that the CAARP's contribution to cumulative GHG emissions and global climate change would be less than significant if the CAARP is consistent with the applicable regulatory plans and policies to reduce GHG emissions: 2022 Scoping Plan and SCAG's Connect SoCal 2024. As evaluated above, given that the Project would not conflict with applicable GHG reduction plans, policies, and regulations, adoption of the CAARP would result in less than significant cumulatively considerable impacts and no mitigation measures are required.

³⁶ As discussed, the CEQA Guidelines were amended in response to SB 97. In particular, the CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction program renders a cumulative impact insignificant. Per CEQA Guidelines Section 15064(h)(3), a proposed project's incremental contribution to a cumulative impact can be found not cumulatively considerable if a proposed project will comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of a project. To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] plans or regulations for the reduction of greenhouse gas emissions."

Hazards and Hazardous Materials

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
IX. HAZARDS AND HAZARDOUS MATERIALS — Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

Discussion

- a) **Less Than Significant Impact.** The CAARP is a policy document and does not propose any actions that would create a hazard through the routine transport, use, or disposal of hazardous materials. It is possible that any future CAARP-related project would result in construction activities that would require the use of materials that include on-site fueling/servicing of construction equipment and the transport of fuels, lubricating fluids, and solvents. The CAARP's Clean Energy (E) strategy, Green Buildings and Infrastructure (B) strategy, and Zero-Emission Vehicles (V) strategy would also involve the use of materials like refrigerants or battery components, but these would be handled according to existing safety regulations. These materials are not acutely hazardous, and all storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances Control (DTSC), United States Environmental Protection Agency (EPA), Occupational Safety & Health Administration (OSHA) and City policies. The transport, use, and disposal of construction-related hazardous materials associated with any CAARP-related project would occur in conformance with applicable local, state, and federal regulations governing such activities. Therefore, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of

hazardous materials thus impacts would be less than significant, and no mitigation measures would be required.

- b) **Less Than Significant Impact.** As discussed above, the CAARP is a policy document and does not propose land use, zoning, or physical changes in the City and would instead promote sustainable infrastructure development and strategies to reduce GHG emissions in the City. The CAARP does not propose new development that would involve the routine use of hazardous materials. However, any CAARP-related project would involve the temporary use of hazardous materials such as vehicle fuels and fluids that would be released should an accidental leak or spill occur. However, these types of materials are not considered acutely hazardous, and storage, handling, and disposal of these materials are regulated by the DTSC, the USEPA, and the OSHA. Any use of potentially hazardous materials during construction of any CAARP-related project would comply with all local, state, and federal regulations regarding the handling of potentially hazardous materials, including Title 49 of the Code of Federal Regulations, Title 22, Division 4.5 of the CCR, and the National Pollutant Discharge Elimination System (NPDES) permitting program.

In addition, the CAARP's Measure A5 would enhance the City's ability to respond to and mitigate upset conditions by improving the City's emergency response capabilities and protecting critical infrastructure, which would minimize the impact of any accidental hazardous material release. Therefore, the Project would not create a significant hazard to the public or the environment through foreseeable upset or accident conditions involving the release of hazardous materials into the environment thus impacts would be less than significant, and no mitigation measures would be required.

- c) **Less Than Significant Impact.** There are four elementary schools, a high school, a magnet school, and a charter kindergarten program within the City.³⁷ The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City that would involve hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The types of physical change that would be associated with the CAARP do not involve emissions of hazardous material, and in fact, some aspects of implementation of the CAARP would help to reduce toxic air contaminants through the Clean Energy (E) strategy and the Zero-Emissions Vehicles (V) strategies. Any CAARP-related project with the potential for hazardous emissions or waste would be subject to environmental review as a case-by-case basis. Therefore, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, thus impacts would be less than significant, and no mitigation measures would be required.

³⁷ City of Maywood. 2023. 2023 Land Use Element. Available at: <https://www.cityofmaywood.com/DocumentCenter/View/2777/Land-Use---Final2?bidId=>

- d) **No Impact.** According to the State Water Resources Control Board (SWRCB) Geotracker database, there are no active hazardous material sites within the City.³⁸ Since the CAARP would serve as a policy document guiding GHG emission reduction in the City, any CAARP-related project would be required to comply with relevant federal and state regulations designed to avoid public health and environmental impacts. Therefore, the Project would not be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment, thus no impact would occur, and no mitigation measures would be required.
- e) **No Impact.** The City is not 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. As mentioned above, the CAARP is a policy document which proposes measures to reduce GHG emissions in the City. The CAARP does not propose any land use, zoning, or physical changes in the City. Therefore, the Project would not be located in 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, which would result in a safety hazard or excessive noise for people residing or working in the area, thus no impact would occur, and no mitigation measures would be required.
- f) **No Impact.** The CAARP is a policy document intended to reduce GHG emissions in the City. The CAARP does not propose land use, zoning, or physical changes in the City nor would it facilitate new development that would interfere with adopted emergency plans. Any future CAARP-related projects would have the potential to require lane closures (i.e., Smart Mobility and Active Transportation (M) strategy improvements) and may impact traffic and vehicle speeds on the affected roadways; however, these impacts would be temporary and safe access to roadways would be maintained throughout project construction. Furthermore, CAARP-related projects involving work in the public right-of-way would be required to coordinate with the City through the street use permits, encroachment permit review and construction permitting processes to confirm appropriate construction staging and adequate vehicular and pedestrian access on adjacent roadways and that emergency evacuation routes would not be impacted. In addition, the CAARP's Measure A5 would support and enhance the implementation of adopted emergency response and evacuation plans by identifying, prioritizing, and upgrading critical infrastructure and improving coordination. Therefore, the Project would not impact implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, thus no impact would occur, and no mitigation measures would be required.
- g) **No Impact.** The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City that would be subject to wildland fire, nor would it result in other physical changes to the environment that would increase the risk of wildfires. According to the California Department of Forestry and Fire Protection (CALFIRE), the City is located outside a Very High Fire Hazard Severity Zone (VHFSZ), a Local Responsibility Area (LRA), and a State

³⁸ SWRCB. 2024. GeoTracker. Available at: https://geotracker.waterboards.ca.gov/map/?global_id=SL163742342, accessed August 4, 2025.

Responsibility Area (SRA).^{39,40} Therefore, the Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires, thus no impact would occur, and no mitigation measures would be required.

Cumulative Impacts

The CAARP is intended to facilitate GHG reductions within the City of Maywood by implementing various strategies and actions that are consistent with the CAARP as part of future development. The only other related projects in the region with the potential to contribute to cumulative effects in conjunction with the CAARP are other CAPs and similar GHG reduction plans. Hazards and hazardous materials impacts are typically site-specific in nature. Future CAARP-related projects, in combination with other cumulative projects that occur to accommodate the City's anticipated population, employment, and housing growth, are not anticipated to contribute to cumulative hazards and hazardous materials impacts with adherence to applicable City General Plan policies and local, state, and federal regulatory requirements related to the handling, storage, use, disposal, and cleanup of hazardous materials. The CAARP is a policy document and does not propose any land use, zoning, or physical changes in the City that would be subject to wildfire. The CAARP also does not propose new development and would not interfere with an emergency response plans. The CAARP's inclusion of Measure A5 would act to proactively manage and mitigate the cumulative risk of all hazards by strengthening community preparedness, improving response capabilities, and protecting essential public services. Any construction activities associated with the CAARP would require the use of materials that are not acutely hazardous and all handling, storage, and disposal would be regulated by the DTSC, the EPA, the OSHA, and City policies. The CAARP also does not propose actions that would involve hazardous emissions or handle hazardous materials within one-quarter mile of a school. Implementation of the CAARP would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or through upset or accident conditions. Therefore, implementation of the CAARP would result in a less-than-significant cumulative impact related to hazards and hazardous materials.

³⁹ CALFIRE, 2025. Local Responsibility Area Fire Hazard Severity Zones. Available at: <https://calfire.app.box.com/s/wahuw9ny7cgn89xpxh7092ur50r1pwvj/file/1810968638393>, accessed October 29, 2025.

⁴⁰ CALFIRE. 2023. State Responsibility Area Fire Hazard Severity Zones. Available at: https://34c031f8-c9fd-4018-8c5a-4159cdf6b0d-cdn-endpoint.azureedge.net/-/media/osfm-website/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/flsz_statewide_sra_e_2022_3.pdf?rev=c65c830f728346458f3e69ab360148df&hash=CFA38F6F9890BF2F83546EEFC1D28859, accessed October 29, 2025.

Hydrology and Water Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
X. HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Discussion

- a) **Less Than Significant Impact.** The CAARP is a policy document and does not propose land use or zoning changes in the City that would increase urban runoff in areas where pollutants would be carried into stormwater systems. The CAARP does propose actions that, depending on their implementation, would have benefits for surface or groundwater quality. The Water Conservation and Reuse (W) strategy, which promotes green infrastructure, water reuse, and efficiency, would have long-term benefits for water quality in the City. However, any future CAARP-related project would result in some earth disturbance that would have the potential to result in the increase amount of runoff or pollutants in runoff. Thus, any future CAARP-related project would be required to obtain and comply with an NPDES to control stormwater discharges. If appropriate, any CAARP-related project would be subject to a Stormwater Pollution Prevention Plan (SWPPP) and/or be required to incorporate Best Management Practices (BMPs) during construction activities to reduce potential impacts to water quality. Therefore, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality thus impacts would be less than significant, and no mitigation measures would be required.

- b) **No Impact.** The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City, which would not result in an increase demand for groundwater. The CAARP does not propose development that would require large expanses of impervious surfaces, including areas that are important for groundwater recharge. The CAARP would instead promote sustainable infrastructure development and strategies to reduce GHG emissions in the City. Therefore, the Project would not decrease groundwater supplies or interfere with groundwater recharge such that the Project may impede sustainable groundwater management of the basin thus no impact would occur, and no mitigation measures would be required.
- c.i) **No Impact.** The CAARP does not propose land use, zoning, or physical changes in the City or large expanses of impervious surfaces or other actions that would generate substantial erosion or siltation on- or off-site. Any future CAARP-related projects would have the potential to result in substantial erosion or siltation on- or off-site but these individual projects would be required to undergo an environmental review pursuant to CEQA, on a case-by-case basis. The CAARP is supportive of actions to manage runoff, such as Measure A4, which would help to mitigate potential erosion. Therefore, the CAARP, serving as a policy document, does not propose development that would substantially alter the existing drainage pattern of a site or area, including through the alteration of the course of a stream or river or through the addition of impervious services, in a manner which would result in substantial erosion or siltation on- or off-site, thus no impact would occur, and no mitigation measures would be required.
- c.ii) **No Impact.** As mentioned above, the CAARP is a policy document and does not propose land use, zoning, or physical changes in the City or large expanses of impervious surfaces or other actions that would generate increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Any future CAARP-related project would have the potential to result in substantial increase or amount of surface runoff but these individual projects would be required to undergo an environmental review pursuant to CEQA, on a case-by-case basis. Furthermore, policies with the CAARP, such as promoting Measure A4, would work to increase infiltration and reduce the rate and amount of surface runoff, which has a beneficial effect on mitigating potential flooding. Therefore, the CAARP, serving as a policy document, does not propose development that would substantially alter the existing drainage pattern of a site or area, including through the alteration of the course of a stream or river or through the addition of impervious services, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site thus no impact would occur, and no mitigation measures would be required.
- c.iii) **No Impact.** The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City or large expanses of impervious surfaces or other actions that would 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. Any future CAARP-related project would have the potential to create or contribute runoff water that would exceed existing or planned stormwater drainage systems but these individual projects would be required to undergo an environmental review pursuant to CEQA, on a case-by-case basis. Furthermore, the CAARP's Water Conservation and Reuse (W) strategy, combined with Measure A4, are intended to reduce the volume of water entering the systems and minimize sources of

polluted runoff. Therefore, the CAARP, serving as a policy document, would not propose development that would substantially alter the existing drainage pattern of a site or area, including through the alteration of the course of a stream or river or through the addition of impervious services, in a manner which would 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 thus no impact would occur, and no mitigation measures would be required.

- c.iv) **No Impact.** As mentioned above, the CAARP does not propose land use, zoning, or physical changes in the City. The CAARP does not propose development that would alter the existing drainage pattern of a site or area, including through the alteration of the course of a stream or river or through the addition of impervious services, in a manner which impede or redirect flood flows thus no impact would occur, and no mitigation measures would be required.
- d) **No Impact.** According to the Safety Element, the City of Maywood is not at risk of flooding per the current Federal Emergency Management Agency (FEMA) flooding map.⁴¹ There are also no mapped floodplains in the City, and no land uses within the City are considered at risk of flooding.⁴² The City is immediately adjacent to the Los Angeles River, and while the southeast portion of the City is within an area of reduced flood risk due to levee failure, the CAARP is a policy document and does not propose land use, zoning, or physical changes to the City. Any future CAARP-related project would be subject to review against current FEMA maps, and the risk of pollutant release due to inundation would undergo a separate, project-specific environmental review. Therefore, the CAARP would not release pollutants due to project inundation within a flood hazard, tsunami, or seiche zone, thus no impact would occur, and no mitigation measures would be required.
- e) **No Impact.** The CAARP measures focus on GHG reduction efforts and sustainability. The CAARP would not interfere with or obstruct the implementation of water quality standards, waste discharge requirements, or otherwise substantially degrade surface or groundwater quality, thus no impact would occur, and no mitigation measures would be required.

Cumulative Impact

The CAARP is intended to facilitate GHG reductions within the City of Maywood by implementing various strategies and actions that are consistent with the CAARP as part of future development. The only other related projects in the region with the potential to contribute to cumulative effects in conjunction with the CAARP are other CAPs and similar GHG reduction plans. The CAARP itself does not propose land use, zoning, or physical changes that would degrade water quality. Future CAARP-related projects, in combination with other cumulative projects that occur to accommodate the City's anticipated population, employment, and housing growth, are not anticipated to result in significant cumulative impacts on hydrology and water quality. While some individual projects would involve earth disturbance that would increase runoff or pollutants, they would be required to obtain and comply with a NPDES

⁴¹ City of Maywood, 2023. 2023 Safety Element. Available at: <https://www.cityofmaywood.com/DocumentCenter/View/2776/Safety-Element---FINAL?bidId=>, accessed August 4, 2025.

⁴² City of Maywood, 2023. 2023 Safety Element. Available at: <https://www.cityofmaywood.com/DocumentCenter/View/2776/Safety-Element---FINAL?bidId=>, accessed August 4, 2025.

permit and implement BMPs to control stormwater discharges. The CAARP incorporates Measure A4, which serves as a regional solution to stormwater management by increasing infiltration and reducing pollutant loads. This measure directly contributes to the cumulative protection and improvement of regional water quality and groundwater recharge. The CAARP also would not decrease groundwater supplies or interfere with groundwater recharge. Any potential project-specific impacts on erosion, siltation, or flooding would be addressed on a case-by-case basis through CEQA review and compliance with existing regulations. Therefore, the Project would result in a less-than-significant cumulative impact related to hydrology and water quality.

Land Use and Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XI. LAND USE AND PLANNING — Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Discussion

- a) **No Impact.** The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City that would divide an established community. The CAARP outlines a strategic roadmap with clear goals, innovative strategies, and actionable measures across various sections including transportation, electricity, natural gas, solid waste, wastewater treatment, and energy use for water conveyance. The CAARP's objective is also to enhance the City's resilience to climate change impacts through engaging planning practices. Therefore, the Project would not physically divide an established community thus no impact would occur, and no mitigation measures would be required.
- b) **No Impact.** The CAARP is a policy document containing measures that are consistent with the City's General Plan and that are designed to reduce adverse environmental impacts associated with climate change. Nonetheless, implementing the CAARP would require some modification of existing policies, including developing and implementing new programs, projects, or modifying existing ones. To implement these policies and measures, the City's Municipal Code and other applicable City policies would need to be amended to reflect new or modified requirements. However, where modifications of existing policies are implemented, the CAARP measures would result in greater avoidance or reduction of environmental effects caused by climate change. Therefore, the Project would not cause a significant impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect thus no impact would occur, and no mitigation measures would be required.

Cumulative Impacts

The CAARP would establish measures and actions to reduce GHG emissions within the City and reduce vulnerability to the effects of climate change. The CAARP does not propose specific development and would not involve land use, zoning, or physical changes to implement its proposed measures or incorporate them into future projects. The CAARP is a policy document containing measures that are consistent with the City's General Plan and other existing policy documents. However, any policy change proposed as a result of the CAARP would be consistent with the intent of the goals and policies already established within the City's General Plan and the Municipal Code and would not cumulatively contribute to the division of communities or conflict with land use policies related to environmental protection. Cumulative projects, including those implemented under the CAARP, would be required to adhere to City development regulations and the General Plan policies to minimize environmental impacts. Therefore, the Project would result in no cumulative impact related to land use and planning.

Mineral Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XII. MINERAL RESOURCES — Would the project:				
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

- a-b) **No Impact.** There are no mapped mineral resource zones in the City of statewide or regional significance.⁴³ In addition, no areas in the City are designated as mineral resource extraction areas by the State and no mineral extraction operations occur within the City. Furthermore, the CAARP is a policy document focused on GHG reduction and climate resilience measures (such as clean energy, green buildings, zero-emission vehicles, and water conservation) and does not propose land use, zoning, or physical developments. The CAARP would also not facilitate additional urban growth or infrastructure development projects within the City that would 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 or locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, the Project would result in no impact related to mineral resources, and no mitigation measures would be required.

Cumulative Impacts

The CAARP is intended to facilitate GHG reductions within the City of Maywood by implementing various strategies and actions that are consistent with the CAARP as part of future development. The only other related projects in the region with the potential to contribute to cumulative effects in conjunction with the CAARP are other CAPs and similar GHG reduction plans. As discussed above, the City does not contain areas of mineral resource extraction. Therefore, the CAARP, in combination with other cumulative projects that occur to accommodate the City's anticipated population, employment, and housing growth, are not anticipated to contribute to cumulative impacts to mineral resources. Thus, the Project would result in no cumulative impact related to mineral resources.

⁴³ CGS. 2025. Mineral Land Classification. Available at: https://maps.conservation.ca.gov/cgs/minerals/?page=Mineral-Land-Classification&views=About-Project-TABLET-3%2C%20Legend---MLC-Reports#data_s=id%3Awidget_373_output_config_default_geocode_0_0%3A0, accessed August 5, 2025.

Noise

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XIII. NOISE — Would the project result in:				
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?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Discussion

- a) **Less Than Significant Impact.** The City is located in southeastern Los Angeles County. The City's CAARP is a policy document designed to reduce GHG emissions and enhance community resilience to climate change. Adoption and implementation of the CAARP would not result in land use changes, zoning changes, or result in the approval of any specific physical development. While future CAARP-related projects would be implemented under CAARP's various strategies, such as improvements to pedestrian and bicycle infrastructure (Measure M3), these projects would be limited to existing developed areas. Future projects would be required to comply with City noise control requirements in the Municipal Code Title 5, Chapter 23 (Noise Control) including time of day restrictions, noise level requirements, variance procedures, and abatement orders, as applicable. Future projects implemented under the CAARP requiring discretionary approval would also be subject to separate environmental review under the CEQA, ensuring consistency with the City's noise thresholds for construction and operations, if applicable. Because CAARP is a policy document and does not propose specific physical developments, the Project would not have a substantial adverse effect on the ambient noise within the vicinity of any project under CAARP and construction and operational noise would be less than significant, and no mitigation measures are required.
- b) **Less Than Significant Impact.** The CAARP is a policy document that outlines a strategic roadmap for reducing GHG emissions and enhancing community resilience. As a policy document, the CAARP would not create new sources of vibration. However, adoption and implementation of the CAARP would lead to future CAARP-related projects that would include physical changes, such as the installation of solar panels (Measure E2) or electric vehicle (EV) charging infrastructure (Zero-Emission Vehicles Strategy (V)). The individual projects requiring discretionary approval would be subject to a separate environmental review under CEQA. Future infrastructure development or redevelopment resulting from the CAARP would be required to comply with applicable City regulations and standards, including those related to vibration. Because the CAARP is a policy document and does not propose specific physical developments,

the Project would not cause the generation of excessive groundborne vibration or groundborne noise levels and impacts would be less than significant, and no mitigation measures are required.

- c) **Less Than Significant Impact.** The City is not located within the vicinity of a private airstrip, or heliport or helistop. The Compton/Woodley Airport is located approximately 6.8 miles southwest of the City, the Hawthorne Airport is located approximately 8.8 miles southwest of the City, the San Gabriel Valley Airport is located approximately 10.1 miles northeast of the City, the Los Angeles International Airport is approximately 10.7 miles southwest of the City, and the Hollywood Burbank Airport is located approximately 15.7 miles to the northwest of the City. Therefore, implementation of the CAARP would not expose people residing or working in the project area to excessive noise levels and impacts would be less than significant, and no mitigation measures are required.

Cumulative Impacts

Cumulative impacts occur when the incremental effects of a Project are significant when combined with similar impacts from other past, present, or reasonably foreseeable projects in a similar geographic area. The CAARP is intended to facilitate GHG reductions within the City of Maywood by implementing various strategies and actions that are consistent with the CAARP as part of future development. The only other related projects in the region with the potential to contribute to cumulative effects in conjunction with the CAARP are other CAPs and similar GHG reduction plans. The CAARP would establish measures and actions to reduce GHG emissions within the City and reduce vulnerability to the effects of climate change. The CAARP does not propose specific development and would not result in the implementation of land use, zoning, or physical changes. Future implementing CAARP-related projects, in combination with other cumulative projects, requiring discretionary approval would be subject to a separate environmental review under CEQA, ensuring consistency with the City's existing zoning and design regulations in addition to noise and vibration thresholds for construction and operations if applicable. Therefore, the Project would result in a less than significant cumulative impact related to noise and vibration.

As discussed above, City is not located within the vicinity of a private airstrip, land use plan, or public or public use airport. Since future projects developed under the CAARP would result in a less than significant impact, even if other projects were to be developed within the vicinity of an airport, impacts would still be less than significant because future development facilitated by adoption of the CAARP would not in construction or operational impact within the vicinity of an airport and would not increase noise impacts. Therefore, cumulative noise impacts would not expose people residing or working in the project area to excessive noise levels in the vicinity of an airport. Cumulative impacts would be less than significant and no mitigation measures are required.

Population and Housing

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XIV. POPULATION AND HOUSING — Would the project:				
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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Discussion

- a-b) **Less Than Significant Impact.** As mentioned above, the CAARP is designed primarily to reduce GHG emissions and enhance the community's resilience to climate change by incorporating measures and strategies focused on sustainable growth. The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City that would result in new housing or jobs or that would displace existing residents or housing. In addition, the CAARP does not propose new infrastructure, such as roadways or utilities, which would indirectly lead to new population growth or development.

However, the CAARP identifies the unintentional risk of displacement for tenants as an equity concern. Building improvements and solar upgrades proposed in the CAARP aimed at reducing emissions could indirectly increase displacement risks in the City if landlords pass the costs of building upgrades onto tenants through rent increases or vacate units and later provide those same units at a higher market rate. To address this potential displacement, the CAARP incorporates specific actions to address displacement risks within the Green Buildings and Infrastructure (Measures B1 and B2) and Clean Energy (Measure E2) strategies. Therefore, the Project would not have the potential to indirectly displace substantial numbers of existing people or housing, as the CAARP addresses displacement risks through integrated equity measures and actions. Thus, impacts would be less than significant, and no mitigation measures would be required.

Cumulative Impacts

The CAARP is intended to facilitate GHG reductions within the City of Maywood by implementing various strategies and actions that are consistent with the CAARP as part of future development. The only other related projects in the region with the potential to contribute to cumulative effects in conjunction with the CAARP are other CAPs and similar GHG reduction plans. The CAARP would establish measures and actions to reduce GHG emissions within the City and reduce vulnerability to the effects of climate change. The CAARP does not propose specific development and would not require land use, zoning, or physical changes to implement the proposed measures or incorporate them into future projects. Future CAARP-related projects, in combination with other cumulative projects that occur to accommodate the City's anticipated population, employment, and housing growth, are not anticipated to displace people or housing nor induce substantial unplanned population growth within the City. The CAARP, however, includes measures/actions within its strategies to address the equity concerns that

clean energy and building improvements would have by indirectly increasing displacement risks for renters in the City. Therefore, the Project servicing as a policy document, in combination with other future projects, would result in a less than significant cumulative impact related to population and housing.

Public Services

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XV. PUBLIC SERVICES —				
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 following public services:				
i) Fire protection?	☐	☐	☐	☒
ii) Police protection?	☐	☐	☐	☒
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

Discussion

a.i-v) **No Impact.** The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City that would result in increases in population or new employment opportunities that would induce population growth. The CAARP would not require the construction of new or physically altered governmental facilities to serve additional residents, the construction of which would cause significant environmental impacts. The CAARP focuses on creating clear goals, innovative strategies, and actional measures across various sectors including transportation, electricity, natural gas, solid wastewater treatment, and energy use for water conveyance. The CAARP would serve as a strategic roadmap to reduce GHG emissions in the City and address environmental impacts as a result of climate change.

However, the CAARP does include measures and implementing actions that would encourage future physical changes in the City, more specifically, upgrades to existing public facilities and infrastructure to enhance climate resilience. These upgrades would be prioritized phased investments such as the City Hall, the Teen Center, YMCA, and Cesar Chavez Library for phased investments in energy efficiency, solar, battery storage, and EV infrastructure. Other measures that would result in physical changes to governmental facilities include cool roofs and pavements, and the expansion of bicycle and pedestrian facilities which are also aimed at reducing GHG emissions in the City. However, these targeted physical alternations proposed in the CAARP are not intended to increase service capacity for a new population. Therefore, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new of physically altered government facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection, police protection, schools, parks, and other public facilities, thus no impacts would occur, and no mitigation measures would be required.

Cumulative Impacts

The CAARP is intended to facilitate GHG reductions within the City of Maywood by implementing various strategies and actions that are consistent with the CAARP as part of future development. The only other related projects in the region with the potential to contribute to cumulative effects in conjunction with the CAARP are other CAPs and similar GHG reduction plans. Future CAARP-related projects, in combination with other cumulative projects that occur to accommodate the City's anticipated population, employment, and housing growth, would not result in population growth beyond that already assumed and planned for in the City. Therefore, implementation of the CAARP would not result in substantial cumulative need to expand public services facilities. Rather, the CAARP includes measures to reduce GHG emissions and address environmental impacts as a result of climate change by improving the resilience and efficiency of existing public facilities and infrastructure. Therefore, the Project would not result in a cumulative impact related to public services.

Recreation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVI. RECREATION —				
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

- a-b) **No Impact.** The City has two major parks (Maywood Park and the Riverfront Park) and three pocket parks (Pixley Park, Pine Avenue Park, and Benito Juarez Park), which provide recreational facilities and opportunities in the City.^{44,45} As a policy document, the CAARP does not propose land use, zoning, or physical changes to the City which would increase population, employment, or housing, and therefore would not induce substantial population growth that would increase the use of existing neighborhood and regional parks or other recreational facility or require the construction or expansion of recreational facilities, which would lead to physical deterioration.

In addition, the CAARP is consistent with and complementary to the City's General Plan Open Space Element policies, which aim to increase tree canopy in the City. The CAARP promotes active transportation and improvements to sidewalks with more greenery (Measure M3), which has a direct positive impact on park quality and urban green spaces in the City by mitigating extreme heat and improving air quality. The CAARP proposed measures and actions are beneficial and are not considered an adverse physical effect on the environment. Therefore, the Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated nor would it increase recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, thus no impact would occur, and no mitigation measures would be required.

Cumulative Impacts

The CAARP is intended to facilitate GHG reductions within the City of Maywood by implementing various strategies and actions that are consistent with the CAARP as part of future development. The only other related projects in the region with the potential to contribute to cumulative effects in conjunction with the CAARP are other CAPs and similar GHG reduction plans. Future CAARP-related projects, in

⁴⁴ City of Maywood. 1989. Open Space Element. Available at: <https://www.cityofmaywood.com/DocumentCenter/View/414/Open-Space-Element-PDF>, accessed August 5, 2025.

⁴⁵ City of Maywood. 2025. City Parks. Available at: <https://www.cityofmaywood.com/338/City-Parks#:~:text=The%20City%20has%20two%20major%20parks%20and%20two,Park%2C%20Pine%20Avenue%20Park%20and%20Benito%20Juarez%20Park>, accessed August 5, 2025.

combination with other cumulative projects that occur to accommodate the City's anticipated population, employment, and housing growth, would not result in population growth beyond that already assumed and planned for in the City. Therefore, implementation of the CAARP would not result in increased demand for parks or substantial cumulative physical deterioration of parks or other recreational facilities or result in the cumulative need to expand recreational facilities. Therefore, the Project would not result in a cumulative impact related to recreation.

Transportation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVII. TRANSPORTATION — Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☐	☒

Discussion

- a) **Less Than Significant Impact.** The City has adopted several plans and policies addressing the circulation system, including the City's General Plan Circulation Element, which establishes the overarching vision for the circulation system in the City. The CAARP would be consistent with these policies by promoting sustainable, multimodal transportation, and alternative modes of transportation. The CAARP measures would advance active transportation and public transit and reduce vehicle miles traveled (VMT), along with associated air pollutants and GHG emissions. Specifically, the CAARP would provide pedestrian network improvements to increase sidewalk coverage and improve pedestrian amenities to encourage walking instead of driving (Measure M3). The CAARP also encourages the expansion of bike facilities to encourage a mode shift from vehicles to bicycles by providing safe bike infrastructure, such as bike paths and lanes (Measure M3). Also, the CAARP encourages end-of-trip bicycle facilities by installing bicycle parking and lockers at key destinations, providing a secure place for cyclists to store their bikes (Measure M3). Lately but not least, the CAARP would expand bikeway network to create an extensive network of bike paths and lanes to provide more options for cyclists (Measure M3).

Furthermore, the CAARP would also be thoughtfully integrated within existing state planning and funding efforts that connect land use and transportation, consistent with Senate Bill (SB) 375, which promotes sustainable communities by linking regional transportation plans with land-use decisions, and SB 379, which requires local governments to incorporate climate adaptation and resiliency strategies into their general plans. Therefore, the Project 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, and no mitigation measures would be required.

- b) **No Impact.** The CEQA Guidelines Section 15064.3 suggests that VMT is the most appropriate measure of impact on travel demand. The CAARP focuses on encouraging alternative transportation modes and reducing VMT. These measures, such as extending transit network coverage (Measure M1), provide end-of-trip bicycle facilities (Measure M3), and expand the bikeway network (Measure M3), would directly benefit alternative transportation, and would be consistent with CEQA Guidelines, Section 15064.3(b). Therefore, the Project would not conflict

or be inconsistent with CEQA Guidelines Section 15064.3(b), thus no impacts would occur, and no mitigation measures would be required.

- c) **Less Than Significant Impact.** Any CAARP-related projects would primarily be constructed in developed areas or along existing roadways and would not change the existing configuration of the major roadways in a manner that would create hazards. The CAARP proposes actions and supporting measures in an effort to provide alternative modes of transportation and reduce the number of VMT throughout the City. The GHG measures that encourage a shift in transportation modes and reduction in travel demand would result in minor changes to the existing streetscape. Streetscape improvements, which would include the addition of pedestrian and bicycle facilities would be required to comply with City public improvement and street standards, which are designed to avoid any increase in hazards due to geometric design features or incompatible uses. Therefore, the Project would not increase hazards due to a geometric design feature or incompatible uses thus impacts would be less than significant, and no mitigation measures would be required.
- d) **No Impact.** As previously mentioned, the CAARP does not include any land use or zoning changes in the City that would result in changes to the access provided by the City's transportation network. Any CAARP-related project requiring discretionary approval would be required to comply with applicable local policies and undergo project-specific environmental review. The CAARP also includes Measure A5, which enhances the City's overall emergency response capabilities. Therefore, the Project would not result in inadequate emergency access thus no impact would occur, and no mitigation measures would be required.

Cumulative Impacts

The CAARP is intended to facilitate GHG reductions within the City of Maywood by implementing various strategies and actions that are consistent with the CAARP as part of future development. The only other related projects in the region with the potential to contribute to cumulative effects in conjunction with the CAARP are other CAPs and similar GHG reduction plans. While cumulative growth would increase VMT or impact traffic design and emergency access, the CAARP is a policy document that promotes alternative transportation and reduces VMT. Its measures are consistent with the City's General Plan Circulation Element and other state initiatives like SB 375 and SB 379, which link land use and transportation planning. The CAARP's consistency with CEQA Guidelines Section 15064.3(b), which favors VMT over automobile delay as a measure of impact, further ensures its positive effect. The CAARP's measures would not change the existing roadway configuration and are designed to comply with City standards to avoid design hazards. Any future project requiring discretionary approval under the CAARP would undergo a separate, project-specific environmental review. Since the CAARP does not propose new development or physical changes that would increase VMT, create design hazards, or impact emergency access, it would not result in cumulative impacts related to transportation. The Project would instead guide future development toward sustainable and multimodal transportation solutions. Therefore, the Project would result in less than significant cumulative impacts related to transportation.

Tribal Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVIII. TRIBAL CULTURAL RESOURCES —				
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), 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.	☐	☐	☒	☐

Discussion

a.i & a.ii) **Less Than Significant Impact.**

On November 18, 2025, the City submitted notification and request to consult letters to eleven (11) individuals and organizations pursuant to AB 52. In particular, AB 52 letters were sent to the following California Native American tribes and individuals:

- Andrew Salas, Gabrieleño Band of Mission Indians – Kizh Nation
- Christina Swindall Martinez, Gabrieleño Band of Mission Indians – Kizh Nation
- Anthony Morales, Gabrieleño Tongva San Gabriel Band of Mission Indians
- Charles Alvarez, Gabrielino – Tongva Tribe
- Robert Dorame, Gabrielino Tongva Indians of California Tribal Council
- Christina Conley, Gabrielino Tongva Indians of California Tribal Council
- Sandonne Goad, Gabrielino/Tongva Nation
- Jessica Valdez, Soboba Band of Luiseño Indians
- Joseph Ontiveros, Soboba Band of Luiseño Indians
- Lovina Redner, Santa Rosa Band of Cahuilla Indians
- Sam Dunlap, Gabrielino-Tongva Tribe

No responses were received from any of these individuals pursuant to AB 52. Therefore, AB 52 tribal consultation is concluded pursuant to Public Resources Code Section 21080.3.2(b).

Future projects would be required to comply with existing federal, State, and local regulations, and undergo the City’s discretionary review process, where applicable, including completion of subsequent project-level planning and environmental review under CEQA. These projects would similarly require compliance with AB 52 to ensure that tribal cultural resources are properly identified. Therefore, the Project would result in a less than significant impact and no mitigation measures would be required.

Cumulative Impacts

The CAARP is a policy document intended to reduce GHG emissions and enhance community resilience, which is cumulatively beneficial to the region. However, implementation of the CAARP would result in future CAARP-related projects which may involve ground-disturbing activities. When viewed in connection with other probable future development projects in the City—which also require grading and excavation—the CAARP’s incremental effect could contribute to a cumulatively considerable impact on tribal cultural resources, as these sites, features, and sacred places may be unearthed and damaged across the City. Since the exact location and scope of future CAARP-related projects is unknown at the time of this Initial Study/Mitigated Negative Declaration, the potential for unidentified tribal cultural resources to be disturbed across the City remains a concern under the cumulative scenario.

Despite this potential for cumulative impact, the CAARP ensures that its incremental contribution is reduced to a less-than-significant level by complying with existing federal, State, and local regulations, and undergoing the City’s discretionary review process, where applicable, including completion of subsequent project-level planning and environmental review under CEQA. By requiring that all CAARP-related projects adhere to federal, State, and local regulations and the City’s discretionary review process, and consultation with tribes under AB-52, the Project ensures that its contribution to cumulative impacts on tribal cultural resources is minimized. Therefore, the Project’s incremental contribution to cumulative impacts on tribal cultural resources is not cumulatively considerable, resulting in a less than cumulatively considerable impact.

Utilities and Service Systems

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XIX. UTILITIES AND SERVICE SYSTEMS — Would the project:				
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?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion

- a) **Less Than Significant Impact.** The CAARP is a policy document and does not propose land use or zoning changes to the City which would induce population, employment, or housing growth in the City requiring the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, natural gas, or telecommunication facilities and impacts would not occur. However, CAARP-related projects would lead to small-scale construction associated with clean energy and EV infrastructure. Specifically, the CAARP's Zero-Emission Vehicles (V) strategy, which aims to provide EV infrastructure in the City and which has the potential to result in the relocation or construction of new or expanded electric power of which would cause significant environmental effects. Furthermore, the CAARP's Adaptation and Resilience measures such as the implementation of backup power for critical facilities, including solar and battery storage systems, and the construction of green infrastructure for enhanced stormwater management will also involve minor construction activities.

Any future CAARP-related projects would involve minor construction, installation, and connection to the existing electric power grid. However, these CAARP-related projects would not require the construction of new or expanded major electric utility infrastructure outside of existing infrastructure or service capacities. These projects would be consistent with the City's General Plan Circulation Element goals and policies, addressing VMT and supporting alternatives modes of transportation. Since the CAARP does not propose land use or physical development changes in the City which would result in the relocation or construction of new or expanded electric power, of which would cause significant environmental effects, thus impacts would be less than significant, and no mitigation measures would be required.

- b) **No Impact.** The CAARP is a policy document that does not include site-specific infrastructure designs or project proposals, nor does it grant entitlements for development that would have the potential to increase water demand. The CAARP contains measures and actions to reduce GHG emissions associated with water distribution, treatment, and transportation, indirectly promoting water use efficiency (Measures W1 and W2). In addition, Measure A4 promotes the use of permeable surfaces and bioswales, which would serve to increase local groundwater recharge and reduce reliance on imported water supplies, further ensuring water sufficiency. Therefore, the Project would have sufficient water available to serve the project and foreseeable development during normal, dry, and multiple dry years, thus no impact would occur, and no mitigation measures would be required.
- c) **No Impact.** The CAARP would not result in new land uses that would generate sanitary wastewater or otherwise contribute to an increase in wastewater treatment requirements. Rather, the CAARP includes measures to reduce energy use and associated GHG emissions for water treatment, transportation, and distribution, which would result in beneficial impacts in the City. Therefore, the Project would have adequate capacity to serve the Project's demand in addition to the providers' existing commitments, thus no impact would occur, and no mitigation measures would be required.
- d) **No Impact.** The CAARP is a policy document focused on GHG reductions and does not propose measures or actions that would result in the construction of new water or wastewater facilities or the expansion of existing facilities. The CAARP includes measures to direct waste from landfills, which supports and helps attain solid waste reduction goals. Any construction waste generated by CAARP-related projects, including building upgrades (Measure A5), would be temporary and managed in accordance with state and local diversion requirements. Therefore, the Project would not generate solid waste in excess of state or local standards or exceed the capacity of local infrastructure or otherwise impact the attainment of solid waste reduction goals, thus no impact would occur, and no mitigation measures would be required.
- e) **No Impact.** The CAARP does not recommend any measure or actions that does not comply with applicable solid waste regulations. Instead, the CAARP's measures are designed to promote compliance and enhance waste reduction efforts, specifically by reducing organic waste through composting and other direction methods (Measure R1). Therefore, the Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste thus no impact would occur, and no mitigation measures would be required.

Cumulative Impacts

The CAARP is intended to facilitate GHG reductions within the City of Maywood by implementing various strategies and actions that are consistent with the CAARP as part of future development. The only other related projects in the region with the potential to contribute to cumulative effects in conjunction with the CAARP are other CAPs and similar GHG reduction plans. Future development projects that would be implemented to accommodate the City's anticipated population, employment, and housing growth would result in increases in population and additional use of, or need for, utilities and service systems. However, implementation of the CAARP would not contribute to increases in population or induce additional population growth that would require additional use of existing City utilities or service

systems. Rather, implementation of the CAARP would result in a reduction of overall energy and water consumption. Furthermore, the CAARP's Measures A4 and A5, would enhance the reliability and efficiency of the City's service systems during climate change events. Therefore, the Project would result in a less than significant cumulative impact related to utilities and service systems.

Wildfire

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XX. WILDFIRE — If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Discussion

- a-d) **No Impact.** According to the CALFIRE, the City is located outside a VHFSZ, a LRA, and a SRA.^{46,47} The CAARP serves as a strategic roadmap for the City to address and reduce GHG emissions. The CAARP is also a policy document and does not propose land use, zoning, or physical changes in the City. As a policy document, the CAARP would implement measures across various sectors including transportation, electricity, natural gas, solid waste, wastewater treatment, and energy use for water conveyance. Since the CAARP does not propose land use, zoning, or physical changes nor would it be located within a high fire hazard zone, the CAARP would have no impacts related to wildfires. Thus, the Project would not be located in or near state responsibility areas or lands classified as VHFSZ, and would not substantially impact an adopted emergency response plan or emergency evacuation plan; due to slope, prevailing winds, or other factors, exacerbate wildfire risks exposing project occupants, to pollutant concentrations from a wildfire or uncontrolled spread of wildfire; require the installation or maintenance of associated infrastructure that may exacerbate fire risk; nor would it expose people or structures to significant risks, including downslope or downstream flooding or landslides. Furthermore, the CAARP's incorporation of Measure A5 would enhance the City's overall resilience to disasters, including those related to fire, by upgrading critical facilities. Therefore, no impact would occur, and no mitigation measures would be required.

⁴⁶ CALFIRE, 2025. Local Responsibility Area Fire Hazard Severity Zones. Available at: <https://calfire.app.box.com/s/wahuw9ny7cgn89xpxh7092ur50r1pwvj/file/1810968638393>, accessed October 29, 2025.

⁴⁷ CALFIRE, 2023. State Responsibility Area Fire Hazard Severity Zones. Available at: https://34c031f8-c9fd-4018-8c5a-4159cdff6b0d-cdn-endpoint.azureedge.net/-/media/osfm-website/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/flhsz_statewide_sra_e_2022_3.pdf?rev=c65c830f728346458f3e69ab360148df&hash=CFA38F6F9890BF2F83546EEFC1D28859, accessed October 29, 2025.

Cumulative Impacts

The CAARP is intended to facilitate GHG reductions within the City of Maywood by implementing various strategies and actions that are consistent with the CAARP as part of future development. The only other related projects in the region with the potential to contribute to cumulative effects in conjunction with the CAARP are other CAPs and similar GHG reduction plans. Cumulative development anticipated to occur in the City would not result in cumulative impacts related to wildfire because the City is not located within a LRA or SRA fire hazard severity zone. The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City. Any CAARP-related project would also not be located within a LRA or SRA fire hazard severity zone and thus would not generate cumulative impacts regarding wildfire risks. Therefore, the Project would result in no cumulative impact related to wildfire.

Mandatory Findings of Significance

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XXI. MANDATORY FINDINGS OF SIGNIFICANCE —				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion

- a) **Less Than Significant Impact.** The CAARPs purpose is to reduce GHG emissions and enhance community resilience to climate change through various measures and actions related to several sectors, including transportation, electricity, natural gas, wastewater treatment, and energy use for water conveyance. These measures and actions would encourage residents, businesses, and municipal operations to reduce energy and water use, vehicle fuel consumption, VMT, and solid waste generation, and to implement the proposed CAARP strategies to prepare for climate-related hazards in the City. The CAARP also aims to address environmental justice and climate equity, especially for its high-density urban environment and significant Latino population. Key community priorities identified through outreach included improving health, saving money, and enhancing resilience and safety. Specific measures, such as providing electric vehicle charging infrastructure (Measure V1); improving pedestrian networks and bike facilities (Measure M3); and extending transit network coverage (Measure M1), to list a few, are all designed to generate environmental benefits and reduce GHG emissions in the City. Furthermore, Measure A4 promotes urban greening and tree planting, which would enhance ecological function in the City. As analyzed in this IS/MND, the CAARP does not propose development that would degrade the quality of the environment, eliminate or threaten wildlife habitats or protected species, or eliminate important examples of the major periods of California history or prehistory. Therefore, the Project would have a less than significant impact, and no mitigation measures would be required.
- b) **Less Than Significant Impact.** As discussed in this IS/MND, the CAARP is a policy document and would not result in significant individual or cumulative adverse impacts. Rather, implementation of the CAARP would produce cumulative benefits related to GHG emissions, air quality, the transportation system, energy use, utility demands, and community resiliency. The

CAARP would also be consistent with regional efforts such as SCAG Connect SoCal 2024, reinforcing its positive cumulative effect in the City and regionally. The CAARP would achieve these benefits through the seven strategies that target emissions associated with energy, buildings, transportation, water consumption, and waste, and associated measures and actions. The incorporation of the Adaptation and Resilience Chapter of the CAARP ensures the Project's effects are beneficial when viewed in connection with the effects of climate change, as it proactively incorporates strategies to protect human health and critical infrastructure from future climate hazards, such as extreme heat and flooding. As addressed above, the CAARP would result in an overall less than significant cumulative impact related to aesthetics, agriculture and forestry resources, air quality, cultural resources, energy, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire.

- c) **Less Than Significant Impact.** As detailed above, the CAARP would not result, either directly or indirectly, to substantial adverse effects on human beings. The CAARP's GHG Reduction Strategies implements seven strategies that target emissions associated with energy, buildings, transportation, water consumption, and waste, and associated measures and actions. In fact, the primary focus of the CAARP's Adaptation and Resilience Chapter is to reduce substantial adverse effects on human beings by addressing key community priorities. Furthermore, implementation of CAARP-related projects and actions may require additional CEQA review once project specifications, such as site location are identified, and potential environmental impacts would be determined on case-by-case basis. The CAARP would serve as a pathway to reduce operational GHG emissions and would result in other positive environmental and sustainability benefits. These benefits include a reduction in building energy and water consumption, VMT, as well as improved air quality and resiliency to the effects of climate change and natural disasters. Specifically, the CAARP promotes measures like establishing public cooling centers, implementing home cooling efficiency incentives, and enhancing urban greening, all of which directly improve human health and safety by mitigating the effects of climate change. Therefore, the Project would result in a less than significant impact related to potential adverse effects on human beings.
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CHAPTER 4

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None.

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None.

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None.

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Noise

None.

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None.

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Transportation

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None.

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None.

Wildfire

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Appendix A
**Climate Action, Adaptation,
and Resilience Plan Assessment:
Phase 1 Final**

City of Maywood

CLIMATE ACTION, ADAPTATION, AND RESILIENCE PLAN ASSESSMENT

Phase 1 Final

Prepared for
City of Maywood

September 15, 2023



OUR COMMITMENT TO SUSTAINABILITY | ESA helps a variety of public and private sector clients plan and prepare for climate change and emerging regulations that limit GHG emissions. ESA is a registered assessor with the California Climate Action Registry, a Climate Leader, and founding reporter for the Climate Registry. ESA is also a corporate member of the U.S. Green Building Council and the Business Council on Climate Change (BC3). Internally, ESA has adopted a Sustainability Vision and Policy Statement and a plan to reduce waste and energy within our operations. This document was produced using recycled paper.

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SECTION 1

Overview

1.1 Background

In response to policy initiatives from federal and state leadership, local governments have been developing programs to address the impacts of climate change on communities. These efforts play a vital role in mitigating climate change and equipping communities to adapt to anticipated changes. The City of Maywood, due to its unique environmental factors—such as its geographic location, vulnerability to flooding and extreme heat, proximity to industrial facilities and pollution sources, and closeness to freeways—is considered to be more susceptible to climate change than other communities in the state. As a high-density city with a significant Latino population, a 25% poverty rate, and high exposure to pollution, Maywood recognizes the importance of environmental justice and climate equity.

To address these concerns, the City is pursuing development of a Climate Action, Adaptation, and Resiliency Plan (CAARP) that would provide a comprehensive framework to emphasize the social, environmental, and economic benefits of reducing community greenhouse gas (GHG) emissions while increasing resilience to climate change impacts. This assessment builds a foundation for building the CAARP for the City of Maywood.

1.2 Purpose of this Assessment

This assessment serves as “Phase 1” for the development of the CAARP for the City of Maywood. It establishes the fundamental policy and technical groundwork for the comprehensive plan to be completed (“Phase 2”). As part of Phase 1, this assessment offers a detailed examination of current conditions, the impacts of climate change, community vulnerabilities, baseline GHG emissions, and trend analyses. Additionally, the document presents GHG projections and proposes reduction targets. The concluding section of the assessment presents recommendations for Phase 2 of the project, including the CAARP's organization, next steps for strategy development, areas for further analysis, and potential funding opportunities to support Maywood's journey towards a sustainable, equitable, and resilient future.

The development of the CAARP through this Phase 1 assessment aligns with significant state planning priorities, which guide investments and funding in climate action and adaptation. These priorities encompass a wide range of areas, including climate change resilience and adaptation, energy conservation and renewable sources, water and water systems, waste and recycling, green infrastructure, parks, urban forestry, and agriculture, as well as green business and industry. Phase 2 will build on this work to have a completed CAARP, to serve as a roadmap for the City of Maywood and its residents, detailing how to reduce GHG emissions (climate action) throughout the community and enhance the city's capacity to prepare for and mitigate the impacts of climate change (climate adaptation). By implementing this plan, Maywood aims to create a more sustainable, equitable, and resilient community for current and future generations.

SECTION 2

Community Outreach and Engagement

2.1 Summary of Approach

Meaningful climate planning and action is grounded in the needs and priorities of community members. The City of Maywood partnered with the Institute for Local Government (ILG) to develop a community engagement approach that meets the unique needs of Maywood's community.

Public engagement methods included a combination of in-person and online surveying and virtual focus groups. Designed to facilitate participation from diverse community members, the project team prioritized community education to inform residents about the CAARP, the planning process, and the reasons for asking for their input. All materials were also translated into Spanish.

The survey was made available on the City's CAARP webpage and social media accounts, in both English and Spanish, and asked participants for input on climate action priorities and challenges related to clean water, air quality, clean transportation, energy, and more. In addition to online distribution, the project team went to the community by exploring opportunities to connect in person, including the city's Trunk or Treat Halloween event, tree-planting events, food distribution events at the YMCA, and Maywood Workforce Program events.

Additionally, the project team held a focus group with high school students from the Maywood Center for Enriched Studies (MaCES) Roots and Shoots Club. MaCES Roots and Shoots Club is a school environmental club focused on environmental and humanitarian work. This involves educating others, tree plantings, and gardening projects.

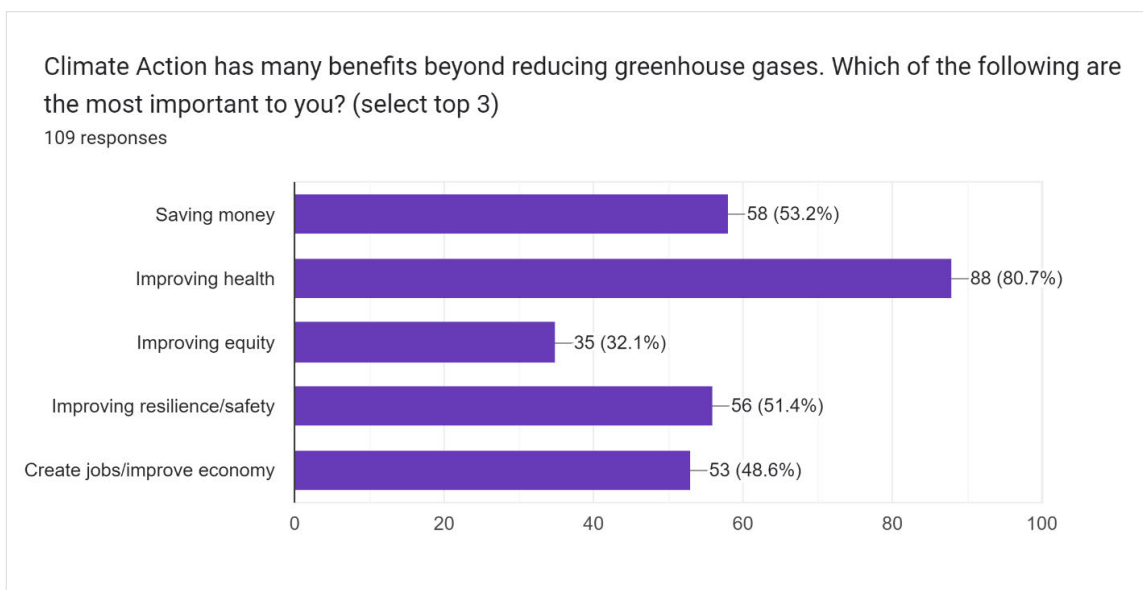
Through the engagement process, the city built and strengthened connections to the YMCA, Amigos de los Rios, MaCES, and with other community leaders. The project team thanks participants for their time and contributions to this project. The City of Maywood looks forward to the opportunity to more deeply engage with and learn from the community on climate action planning in the future, through educational workshops and trainings for Phase 2 of the CAARP.

2.2 Key Takeaways

Both the survey and focus group served as tools to shape the direction and policies of the Climate Action Adaptation and Resilience Plan. Just as all cities in California are very different, the ways that we can reduce our greenhouse gas emissions can also be different in every community. The City of Maywood is considered more vulnerable to climate change than other communities in the state due to environmental factors, including geographic location and a landscape that is prone to flooding and extreme heat, proximity to industrial facilities that contribute to pollution, and proximity to freeways, among other factors. But there are also a lot of opportunities because of the people who live in Maywood. The community's values, efforts, and choices help the City

decide how to fund and prioritize projects and programs that help to reduce greenhouse gas emissions in our community.

The engagement not only helped to identify community priorities and needs around climate planning; they also illuminated the opportunity for increased and ongoing engagement, education, and action with the community on climate and sustainability topics. The survey received 110 responses, with 24 responses being submitted in Spanish. 93.5% of survey respondents stated that it is very important that Maywood is environmentally responsible. As co-benefits to greenhouse gas reduction strategies, respondents ranked improving health (81%) as the most important, followed by saving money (53%), improving resilience/safety (51%), create jobs/improve economy (49%), and improving equity (32%). These results are shown in **Figure 1**.

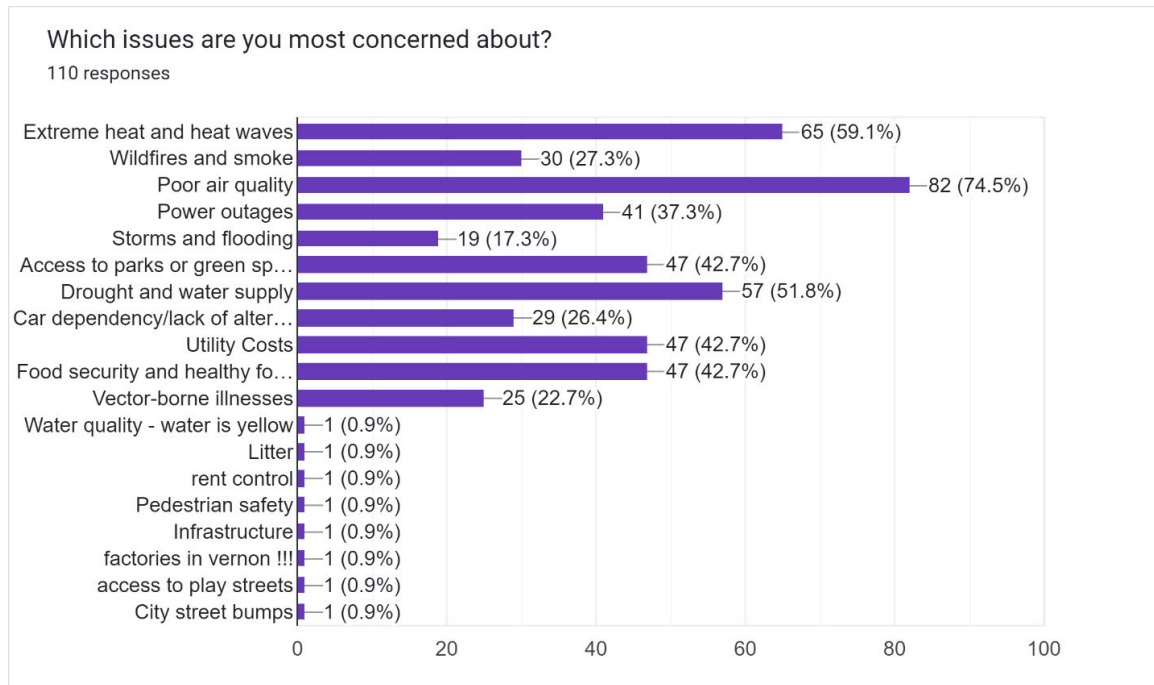


SOURCE: ILG, 2023.

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Figure 1
CAARP Survey: Climate Action Co-Benefits

Air quality, extreme heat, and drought and water supply are among the community's top areas of concern, shown in **Figure 2**. Respondents ranked water-saving projects, park improvements, energy efficiency/renewable energy projects, and projects to mitigate heat as priorities they would like to see Maywood take on through its climate action efforts.



SOURCE: ILG, 2023.

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Figure 2
CAARP Survey: Climate Issues of Concern

Maywood's youth are motivated and eager to act on these climate topics and represent emerging leaders in the community. In addition to the youth focus group, 26.4% of survey responses were from youth, age 18 or younger. Youth priorities that emerged through the focus group include an emphasis on education and community events, improvements to bike lanes and sidewalks, and more opportunities for homes and businesses to install solar panels. When asked how they envisioned a sustainable Maywood, students responded that Maywood can set an example by increasing awareness in the community about how to care for the environment.

A full summary of the survey results is provided in **Appendix A** of this document.

SECTION 3

GHG Emissions Analysis

3.1 Background

The City of Maywood's 2015 community greenhouse gas (GHG) inventory represents an update to the City's baseline community GHG Inventory for the calendar year 2010, which was prepared as a component of the CAP Framework developed by the GCCOG.¹ The City's community inventory quantifies the GHG emissions that occur throughout a calendar year from activities within the City by residents, businesses, and the City government. The community inventory provides an understanding of where GHG emissions originate and informs the development of effective strategies and actions to reduce emissions. In response to country- and state-specific goals for reducing GHG emissions, myriad strategies for monitoring and addressing emissions have emerged. These have included regulatory approaches such as mandatory reporting for significant sources of GHG emissions and caps on emission levels, as well as market-based mechanisms, such as cap-and-trade. Voluntary actions are also increasing, such as conducting emissions inventories, implementing practices to reduce emissions, and purchasing offsets and renewable energy certificates. As state and federal policies regulating GHG emissions continue to emerge, more requirements to reduce emissions are expected.

Given the increasing regulation of GHG emissions and rising interest from the public and the City's stakeholders, it is in the local government's best interest to understand and manage the GHG emissions being generated by the community. Having knowledge of its GHG emissions better prepares the City for future national and/or regional climate change policies and informs strategies for achieving numerous sustainability goals.

The GHG emissions inventory provides the following:

- Identifies sources of GHG emissions across the sectors of energy, transportation, solid waste disposal, wastewater treatment, water conveyance, and refrigeration;
- Quantifies levels of emissions in carbon dioxide equivalents (CO₂e), using standard accounting protocols;
- Establishes a baseline level of emissions from which to set reduction goals and emission targets for the future;
- Identifies opportunities and strategies for emissions reduction.

¹ The 2010 GHG inventory report is available on the GCCOG website: <https://www.gatewaycog.org/initiatives-and-projects/air-quality/climate-action-planning-framework>.

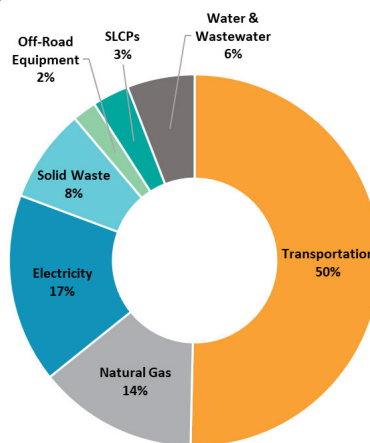
3.2 GHG Inventory Results for 2015

Table 1 summarizes the City of Maywood’s 2015 Community GHG Inventory. On-road transportation was the prominent contributor in 2015, making up 50.4 percent of the City’s emissions. Total energy (electricity and natural gas) used by residential buildings was the second substantial contributor to the inventory (17.9 percent), followed by the total energy used by non-residential (i.e., commercial, industrial, municipal) buildings (12.4 percent).

TABLE 1
CITY OF MAYWOOD 2015 GHG EMISSIONS

Sector	Emissions (MTCO ₂ e)	Percent of Total
Residential Electricity	6,794	7.9%
Residential Natural Gas	8,600	10.0%
Non-Residential Electricity	7,316	8.5%
Non-Residential Natural Gas	3,311	3.9%
On-Road Transportation	43,199	50.4%
Off-Road Equipment	1,790	2.1%
Solid Waste	6,991	8.1%
Water	3,877	4.5%
Wastewater	1,167	1.4%
Short-Lived Climate Pollutants (SLCP)	2,749	3.2%
Total	85,792	100%

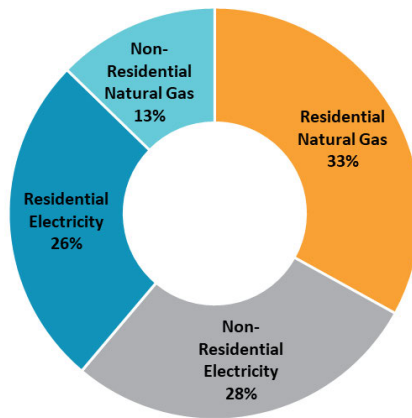
Figure 3, below, provides a graphical depiction of each sector’s contribution to the adjusted inventory. **Figure 4** provides additional detail for energy emissions in the City’s 2015 inventory, while **Figure 5** provides additional detail by vehicle class for on-road emissions. On-road, emissions were estimated using the California Air Resources Board’s (CARB) Emission FACTor (EMFAC) model (EMFAC2021).



SOURCE: ESA, 2023

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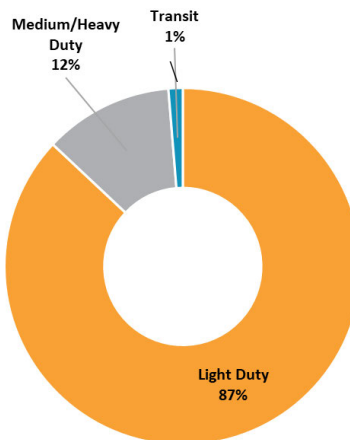
Figure 3
2015 Emissions by Sector



SOURCE: ESA, 2023

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Figure 4
Energy Emissions Breakdown



SOURCE: ESA, 2023

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Figure 5
On-Road Emissions by Vehicle Class

3.3 Emissions Trends and Forecast

In the calendar year 2015, total emissions generated by community activities in Maywood were 85,792 metric tons of CO₂e (MTCO₂e), compared to 88,721 in 2010.² **Table 2** summarizes the inventory results for these two years and indicates the contribution by sector. The results indicate that total emissions decreased by approximately 3.3 percent from 2010 to 2015. Additional key takeaways include:

- Despite a slight increase in vehicle miles traveled from 2010 to 2015, on-road transportation emissions dropped significantly (approximately 5.5 percent from 2010 to 2015). The decrease is largely attributable to cleaner, more fuel-efficient vehicles on the road in 2015 than in

² Note that this is a slight revision from the 2010 inventory (88,447 MT CO₂e) developed by the Gateway Cities COG CAP Framework project, reflecting updated modeling, emissions factors, and data sources that are consistent with those used by the 2015 inventory.

2010. On-road transportation remains the largest contributor to overall emissions at approximately 50.4 percent, similar to its 51.5 percent contribution in 2010.

- Despite an approximate 13.1 percent increase in total building electricity use from 2010 to 2015, emissions associated with that use of electricity (residential + non-residential) dropped approximately 5.5 percent. Electricity use by buildings remains a significant contributor to overall emissions, at approximately 16.4 percent of the 2015 inventory, compared to 16.8 percent of the 2010 inventory.
- Emissions from all other sources were little changed in 2015 compared to 2010. This includes natural gas emissions, which in total (residential and non-residential) are the third biggest contributor to the 2010 and 2015 inventories, at approximately 13.7 percent and 13.9 percent, respectively.

TABLE 2
COMPARISON OF CITY OF MAYWOOD 2010 AND 2015 GHG EMISSIONS (MTCO₂E)

Sector	2010	% of Total	2015	% of Total
Residential Electricity	5,255	5.9%	6,794	7.9%
Residential Natural Gas	8,415	9.5%	8,600	10.0%
Non-Residential Electricity	9,679	10.9%	7,316	8.5%
Non-Residential Natural Gas	3,754	4.2%	3,311	3.9%
On-Road Transportation	45,712	51.5%	43,199	50.4%
Off-Road Equipment	1,560	1.8%	1,790	2.1%
Solid Waste	5,727	6.5%	6,991	8.1%
Water	4,624	5.2%	3,877	4.5%
Wastewater	1,248	1.4%	1,167	1.4%
Short-Lived Climate Pollutants (SLCP)	2,749	3.1%	2,749	3.2%
Total	88,721	100%	85,792	100%

3.3.1 Business as Usual Forecast

The business-as-usual (BAU) community GHG emissions forecast for the City of Maywood is based on the effect that local growth (population, jobs, and housing) is expected to have on community emissions after 2015 in the absence of GHG reduction programs. BAU forecasts are useful in climate action planning because they provide the basis against which GHG reduction programs can be quantified in terms of their ability to reduce emissions at key planning horizons (e.g., the City's General Plan horizon).

Using socioeconomic growth forecasts provided by Fehr & Peers, BAU forecasts were developed for the years 2030 and 2045. As shown in **Table 3**, **Figure 6**, and **Figure 7**, the BAU forecasts of community GHG emissions are 85,073 MTCO₂e, and 85,551 MTCO₂e, respectively for 2030 and 2045. The results indicate that total emissions under BAU conditions would decrease slightly in 2030 and 2045, as compared to 2010.

TABLE 3
HISTORICAL GHG EMISSIONS AND BAU FORECAST THROUGH 2045 (MTCO₂E)

Sector	2010	2015	2030	2045
Residential Electricity	5,255	6,794	6,946	7,227
Residential Natural Gas	8,415	8,600	8,793	9,149
Non-Residential Electricity	9,679	7,316	7,488	7,802
Non-Residential Natural Gas	3,754	3,311	3,389	3,531
On-Road Transportation	45,712	43,199	41,370	39,975
Off-Road Equipment	1,560	1,790	2,068	2,345
Solid Waste	5,727	6,991	7,123	7,408
Water	4,624	3,877	3,950	4,108
Wastewater	1,248	1,167	1,189	1,236
Short-Lived Climate Pollutants (SLCP)	2,749	2,749	2,757	2,771
Total	88,721	85,792	85,073	85,551

It is important to note that the BAU forecast assumes no change to the vehicle efficiency standards, building energy standards (i.e., Title 24, Part 6), and grid electricity emission factors that were in place as of 2015. Since 2015, vehicles have become more fuel efficient, Title 24 building standards have become more stringent, and grid electricity has generally become less carbon intensive. Thus, the BAU forecast presented here represents a conservative estimate of future emissions. An adjustment to the BAU forecast that accounts for these factors is presented in the next section.

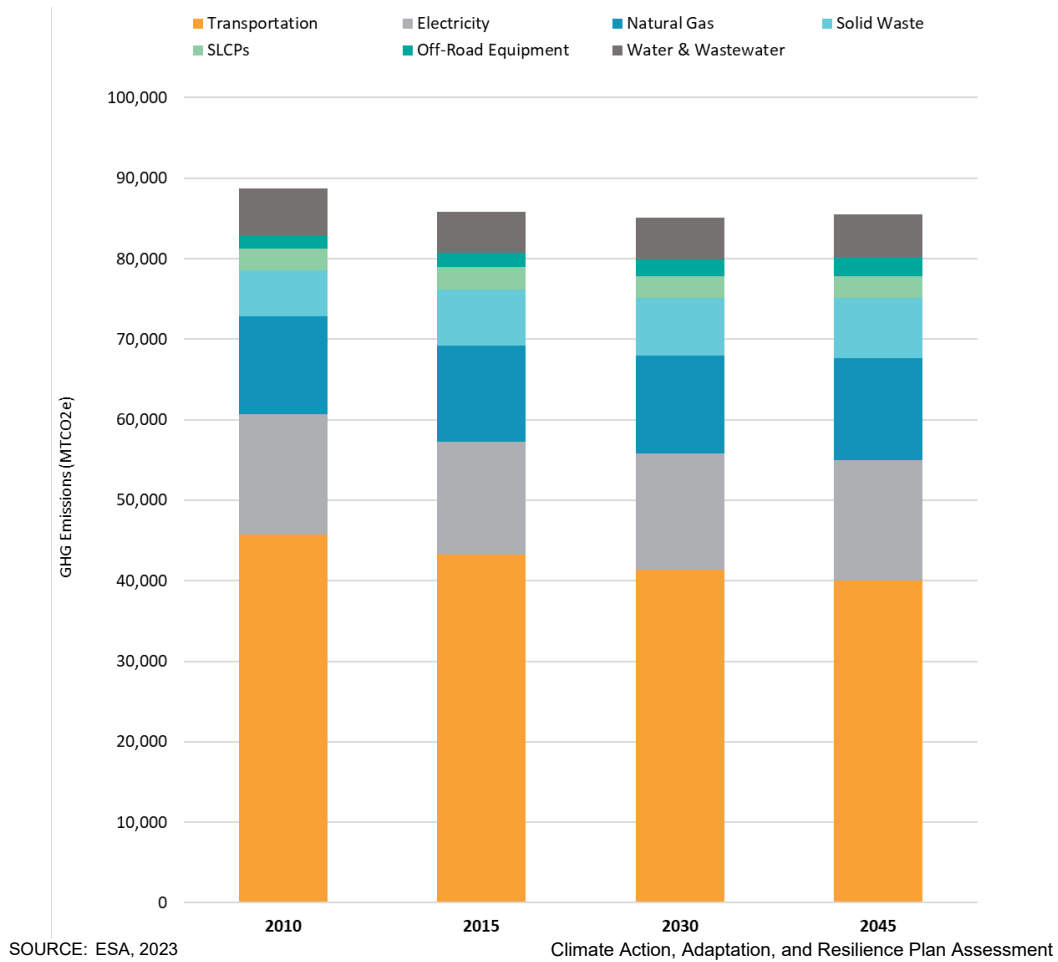
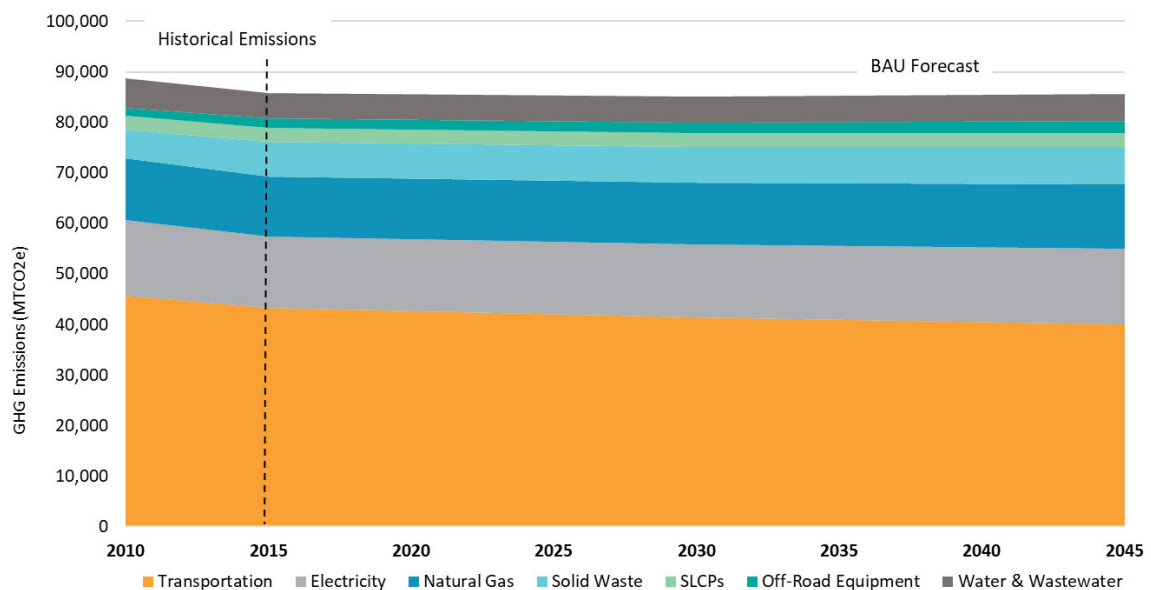


Figure 6
Historical Emissions and BAU Emissions for 2030 and 2045



SOURCE: ESA, 2023

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Figure 7
Historical Emissions and BAU Emissions
Forecast Through 2045

3.3.2 Adjusted Business as Usual Forecast

The Adjusted BAU emissions forecast for the City of Maywood accounts for the effects that the following State regulations and adopted policies are expected to have on the community's GHG emissions through the year 2045:

- Renewables Portfolio Standard (RPS) as mandated by Senate Bill (SB) 350 and SB 1020³
- The State's Vehicle Efficiency Standards (i.e., Pavley) for on-road vehicles that are built into CARB's EMFAC model⁴
- Title 24 Building Energy Efficiency Standards⁵
- Organic waste reduction requirements as mandated by SB 1383⁶

As shown in **Table 4** and **Figure 8**, the Adjusted BAU forecasts of community GHG emissions are 65,727 MTCO₂e for 2030 and 50,982 MTCO₂e for 2045, representing decreases of approximately 25.9 percent below 2010 levels by 2030, and 42.5 percent below 2010 levels by 2045. **Figure 9** compares the BAU and Adjusted BAU forecasts, depicting the significant difference between the two.

TABLE 4
HISTORICAL GHG EMISSIONS AND ADJUSTED BAU FORECAST THROUGH 2045 (MTCO₂E)

Sector	2010	2015	2030	2045
Residential Electricity	5,255	6,794	3,840	0
Residential Natural Gas	8,415	8,600	8,793	9,149
Non-Residential Electricity	9,679	7,316	4,107	0
Non-Residential Natural Gas	3,754	3,311	3,389	3,531
On-Road Transportation	45,712	43,199	30,450	25,001
Off-Road Equipment	1,560	1,790	2,068	2,345
Solid Waste	5,727	6,991	7,123	7,408
Water	4,624	3,877	2,206	0
Wastewater	1,248	1,167	994	778
Short-Lived Climate Pollutants (SLCP)	2,749	2,749	2,757	2,771
Total	88,721	85,792	65,727	50,982

³ SB 350 (2016) mandates that a minimum of 60 percent of the State's electricity will come from qualifying renewable sources by the year 2030; SB1020 (2022) increases the mandated renewables target to 90 percent by 2035, 95 percent by 2040, and 100 percent by 2045.

⁴ Note that the EMFAC model is somewhat conservative in that it does not account for the aggressive electric vehicle goals represented by California Governor's Executive Orders calling for 5 million ZEVs statewide by 2030 and to phase out gasoline-powered vehicle sales by 2035.

⁵ The latest Title 24 standards were applied on January 1, 2023, and are updated every three years.

⁶ SB 1383 requires a 75% Statewide reduction in organic waste by 2025.

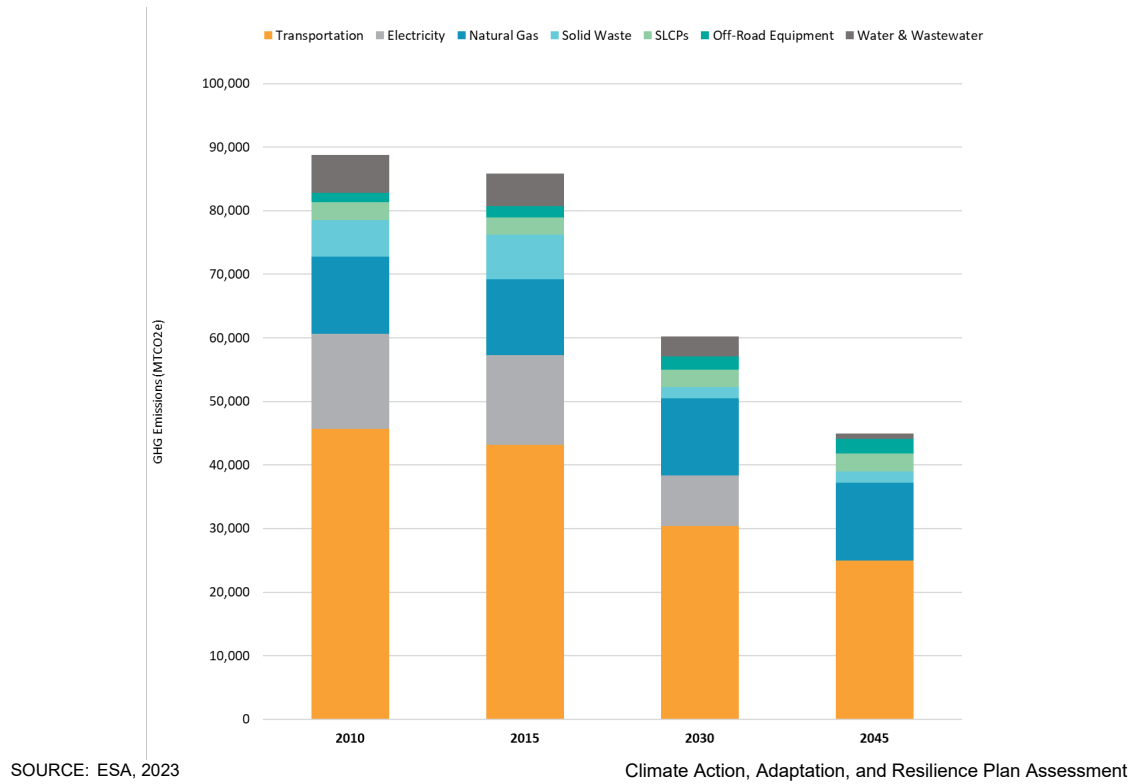


Figure 8
Historical GHG Emissions and Adjusted BAU Forecast Through 2045

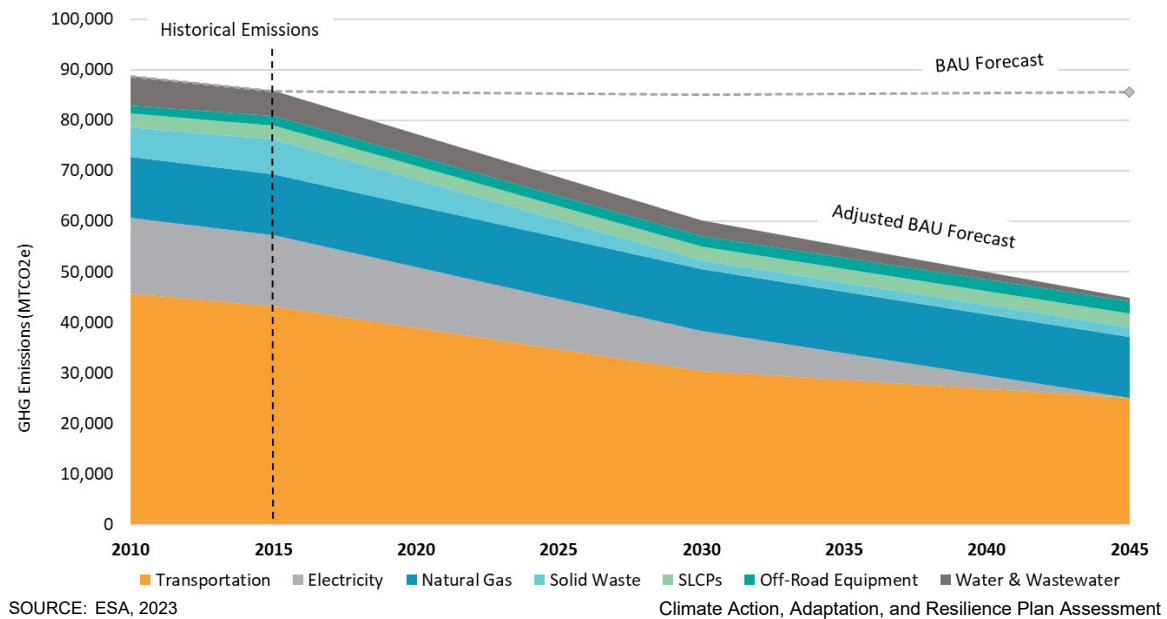


Figure 9
Historical GHG Emissions, BAU Forecast, and Adjusted BAU Forecast Through 2045

SECTION 4

Recommended GHG Emission Reduction Targets and Priority Mitigation Strategies

4.1 Background

This section presents ESA’s analysis of greenhouse gas (GHG) reduction scenarios for the City of Maywood (City), as they relate to potential emissions targets and the development of the City’s Climate Action and Adaptation Plan (CAAP). We include three scenarios that are based on the City’s community GHG inventory and forecasts of future emissions using socioeconomic growth forecasts from the Southern California Association of Governments (SCAG). In addition to growth forecasts, the scenarios are informed by major policy and regulatory trends, technology and market trends, and the City’s past and present efforts in reducing community GHG emissions. A summary of the City’s existing plans, policies, programs, and progress related to emissions reduction, including identified gaps and considerations for future planning, is provided in ESA’s Existing Conditions and Policy Gap Analysis memorandum dated March 1, 2021.

The scenario analysis is intended to inform how the City moves forward with setting future emissions targets and developing a CAAP to achieve those targets. The scenarios presented herein are intended to demonstrate the range of actions and performance levels needed for the City to achieve the following local reduction targets that are consistent with statewide targets established by Assembly Bill 1279 and the corresponding 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) adopted by the California Air Resources Board (CARB):

- 2030 target of 40 percent below 1990 levels
- 2045 target of 85 percent below 1990 levels

4.2 Emissions Inventory and Forecast Summary

Table 5 summarizes GHG emissions from the City’s most recent (2015) community inventory and for 2030 and 2045 forecasts under business-as-usual (BAU) and Adjusted BAU conditions. The BAU forecast applies growth factors (i.e., the expected growth in the City’s population, employment, and housing through 2030 and 2045) to the 2015 inventory and shows how community emissions would increase in the absence of State regulations (e.g., renewable energy and vehicle fuel efficiency standards) and if no additional actions were taken by the City to reduce emissions. The Adjusted BAU forecast accounts for the effect that State energy and transportation policies and regulations are expected to have on future emissions. Reductions from these statewide measures are expected to occur due regardless of whether Maywood takes local action to reduce emissions.

As shown in Table 5, on-road transportation contributes the most to the City’s 2015 emissions inventory, followed by energy (electricity and natural gas used in buildings). The other sectors (water, off-road transportation, solid waste, wastewater, and SLCP) contribute to the remaining emissions, representing approximately 19 percent of the inventory and forecasts.

TABLE 5
CITY OF MAYWOOD – COMMUNITY GHG INVENTORY AND FORECAST (MTCO₂E) ^a

Sector	2015 Inventory	2015 %	2030 BAU Forecast^b	2030 BAU %	2030 Adjusted BAU Forecast^c	2030 Adjusted BAU %	2045 BAU Forecast^b	2045 BAU %	2045 Adjusted BAU Forecast^c	2045 Adjusted BAU %
On-road transportation	43,199	52.3%	41,370	50.3%	30,450	50.4%	39,975	46.7%	25,001	55.8%
Residential electricity	6,638	8.0%	6,787	8.2%	3,840	6.4%	7,062	8.2%	0	0.0%
Non-residential electricity	7,149	8.7%	7,585	9.2%	4,180	6.9%	8,019	9.4%	0	0.0%
Residential natural gas	8,600	10.4%	8,793	10.7%	8,737	14.5%	9,149	10.7%	8,839	19.7%
Non-residential natural gas	3,311	4.0%	3,513	4.3%	3,390	5.6%	3,714	4.3%	3,248	7.2%
Water	1,790	2.2%	2,068	2.5%	2,206	3.7%	4,014	4.7%	0	0.0%
Solid waste	6,991	8.5%	7,123	8.7%	1,781	2.9%	7,408	8.6%	1,852	4.1%
Off-road transportation	3,788	4.6%	3,860	4.7%	2,068	3.4%	2,345	2.7%	2,345	5.2%
Wastewater	1,157	1.4%	1,179	1.4%	994	1.6%	1,226	1.4%	778	1.7%
Short-lived Climate Pollutants (SLCP)	2,749	3.2%	2,757	3.2%	2,757	4.6%	2,771	3.2%	2,771	6.2%
Total	85,371	100%	85,034	100.0%	60,404	100%	85,681	100.0%	44,834	100.0%

NOTES:

^a MT CO₂e = metric tons of carbon dioxide equivalents

^b BAU = without state vehicle efficiency and renewable energy standards, and further City actions to reduce emissions

^c Adjusted BAU accounts for state vehicle efficiency and renewable energy standards

SOURCE: Data compiled by ESA, 2023.

Figure 10 plots the City’s historical community wide GHG emissions by sector from 2010 through 2015, as well as BAU and Adjusted BAU forecasts through 2045. Community-wide emissions show a downward trend from 2010 to 2015, reflecting the impact of state and local GHG reduction efforts. Figure 1 also shows future emissions increasing by just 0.4 percent between 2015 and 2045 under BAU conditions, and demonstrates with the Adjusted BAU forecast how community emissions are expected to decrease over time due to existing State policies and regulations, including the Renewables Portfolio Standard (RPS) which mandates cleaner electricity, and the Pavley vehicle emissions standards that require more fuel-efficient vehicles

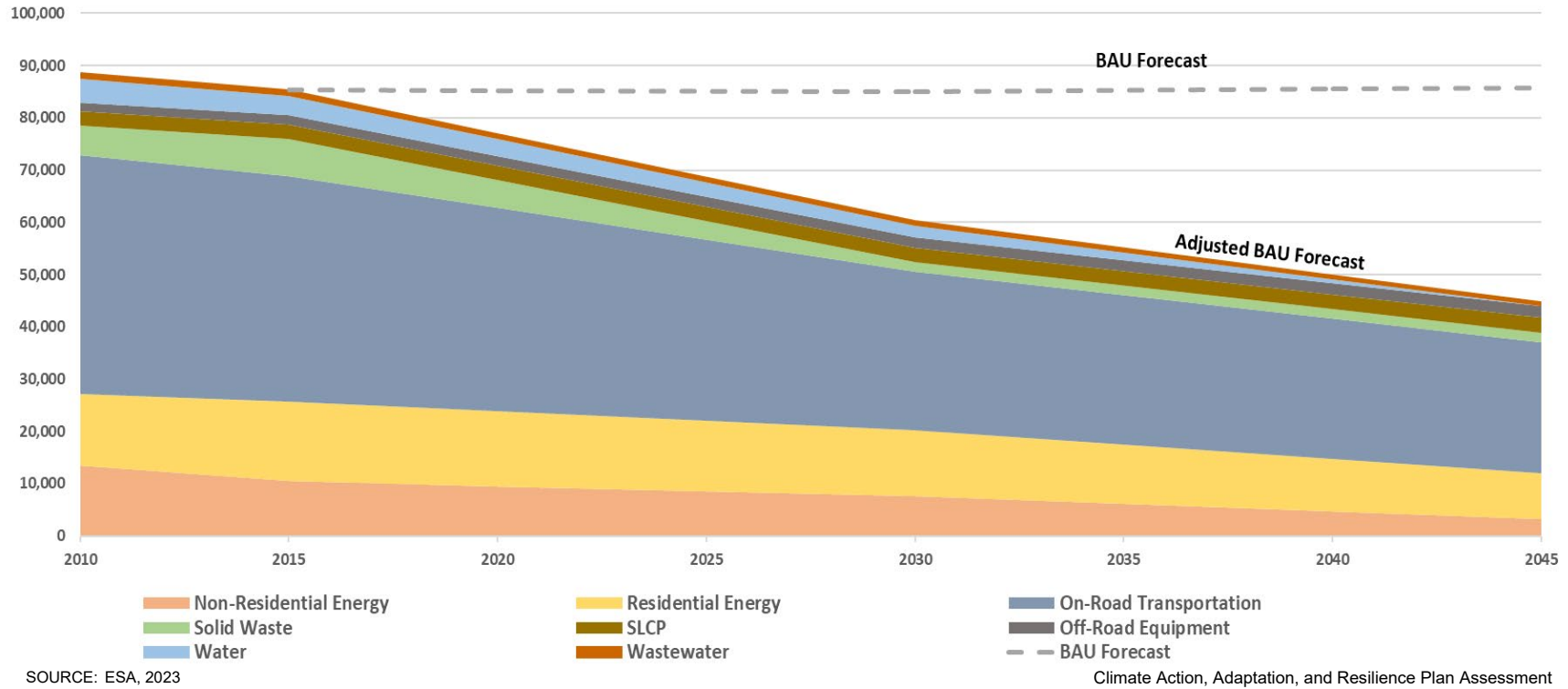


Figure 10
Maywood Community Emissions by Sector – Draft Inventories and Forecasts (MTCO₂e)

4.3 Emissions Targets

Over the past two decades, the State of California has established multiple GHG emissions reduction targets between 2020 and 2050 to address various aspects of climate change. AB 32 and SB 32 codified the state’s GHG emissions reduction targets by requiring that statewide GHG emissions be reduced to 1990 levels by 2020, and to 40 percent below 1990 levels by 2030, respectively. AB 1279 codified a previous Governor’s Executive Order by requiring that the state achieve net zero GHG emissions no later than 2045; AB 1279 also requires the state to reduce direct anthropogenic GHG emissions 85 percent below 1990 levels by 2045. The City’s CAAP is likely to set GHG emissions reduction targets and goals to align with these statewide mandates, as well as various state and regional targets. Most notably, this includes the targets established by SB 100 and SB 1020 for renewable energy and zero-carbon resources.

4.3.1 State Targets

Assembly Bill 32 and Senate Bill 32:

- By 2020, reduce GHG emissions to 1990 levels.
- By 2030, reduce GHG emissions to 40 percent below 1990 levels.

Assembly Bill 1279:

- By 2045, reduce statewide anthropogenic GHG emissions to at least 85 percent below 1990 levels.
- By 2045 or sooner, achieve net zero⁷ GHG emissions and achieve and maintain net negative GHG emissions thereafter.

Senate Bill 100 and Senate Bill 1020:

- By 2035, source 90 percent of retail sales of electricity to California end-use customers from eligible renewable energy resources and zero-carbon resources.
- By 2035, source 100 percent of electricity procured to serve all state agencies from eligible renewable energy resources and zero-carbon resources.
- By 2045, source 100 percent of retail sales of electricity to California end-use customers from eligible renewable energy resources and zero-carbon resources.

The 2017 Scoping Plan set forth a statewide plan to achieve the state’s SB 32 2030 GHG emissions reduction target. The 2022 Scoping Plan, adopted by CARB in December 2022, supersedes the 2017 Scoping Plan and is the state’s plan to achieve carbon neutrality by 2045 or earlier and reduce anthropogenic emissions to 85 percent below 1990 levels by 2045 as mandated by AB 1279.

⁷ AB 1279 defines *net zero GHG emissions* as “emissions of GHGs, as defined in subdivision (g) of Section 38505, to the atmosphere are balanced by removals of GHG emissions over a period of time, as determined by CARB.” California Health and Safety Code Section 38562.2.

4.3.2 Regional Targets

Senate Bill 375/Southern California Association of Governments' (SCAG) Regional Transportation Plan:

- By 2035, reduce GHG emissions from light-duty vehicles by 19 percent per capita, below a 2005 baseline.
- By 2040, reduce GHG emissions from light-duty vehicles by 21 percent per capita, below a 2005 baseline.

4.4 Target Considerations

Figure 11 illustrates where the City's community emissions targets would be for 2030 and 2045 if they were aligned with the state targets of reducing emissions by 40 percent below 1990 levels by 2030 and 85 percent below 1990 levels by 2045. The 2030 and 2045 state-aligned targets equate to reductions of 42% and 86% from a 2010 baseline, respectively. As the figure indicates, the Adjusted BAU Forecast, which accounts for the existing RPS and State vehicle efficiency standards, indicates the City would be close to meeting a state-aligned 2030 target with a relatively small contribution from local reduction measures. To reach a 2045 target aligned with the statewide goal, a much bigger reduction would be needed, but one can reasonably expect large reductions resulting from additional state actions and technological advances in the transportation and energy sectors that have not yet been accounted for over this longer time span.

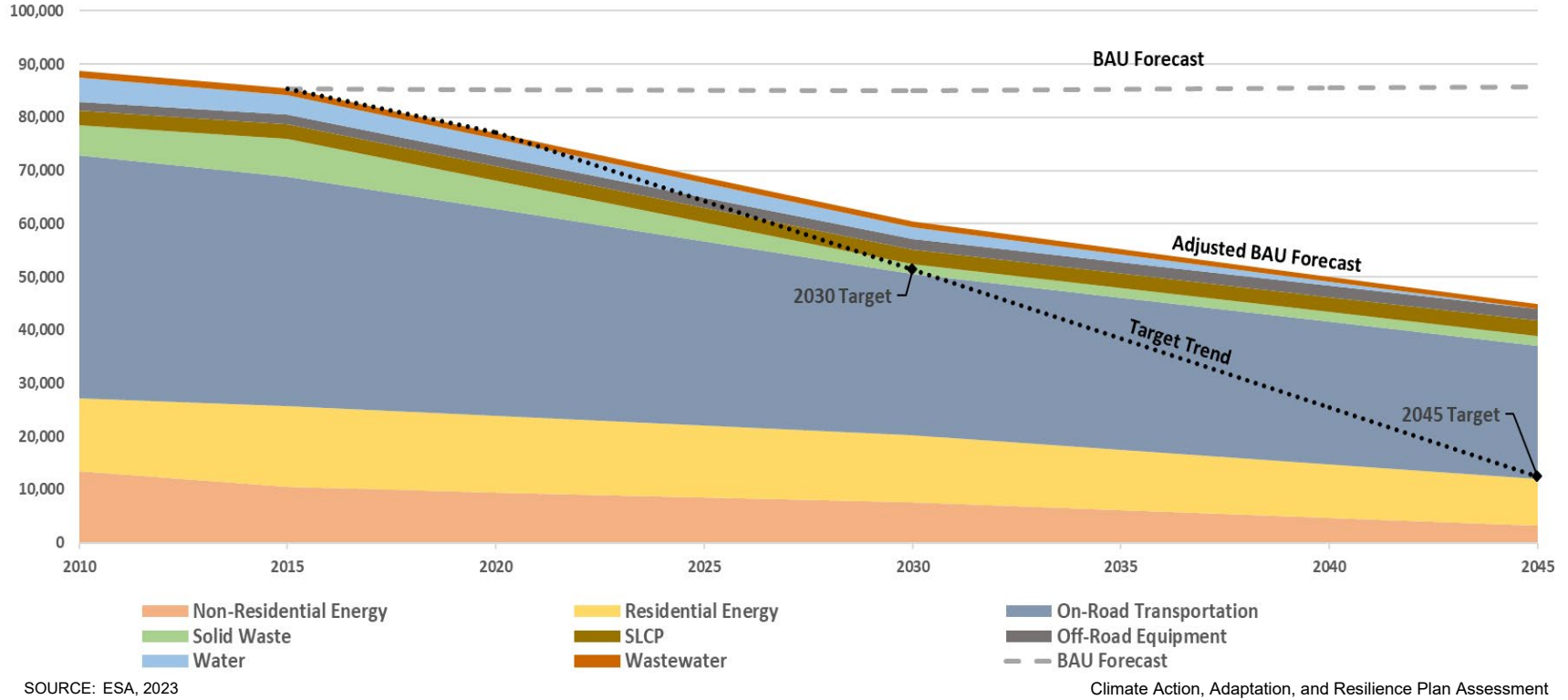
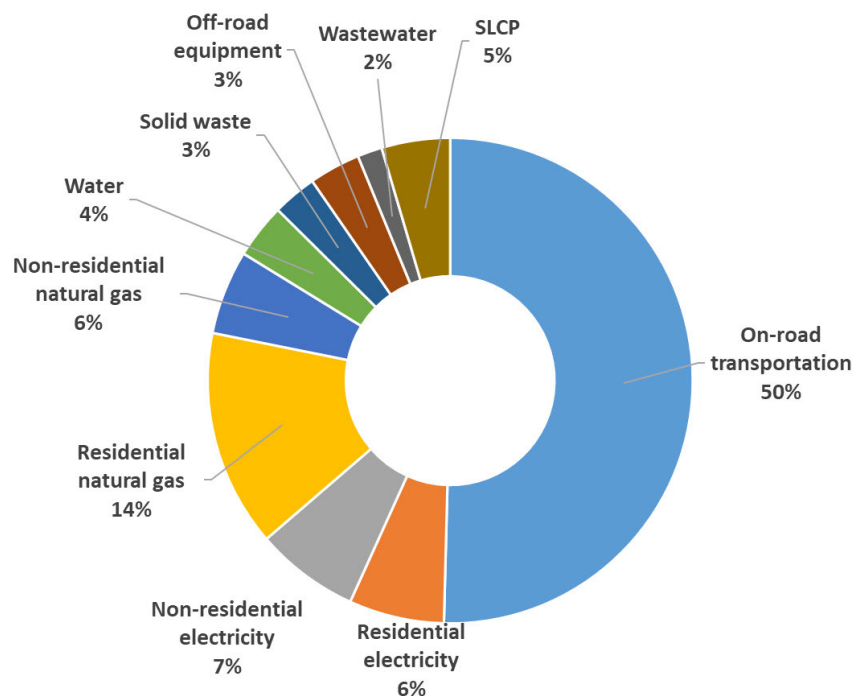


Figure 11
GHG Emissions Targets Aligned with State Mandates

4.5 Scenario Development

The *Existing Conditions and Policy Gap Analysis* indicates that the City has made progress in reducing emissions since 2010 through a variety of plans, policies, and programs focusing on the transportation, energy, solid waste, water, and land use sectors, putting the City in an excellent position to achieve reductions in line with the State’s 2030 target.

Figure 12 provides a pie chart of the City’s 2030 emissions forecast, showing the breakdown by sector. This chart indicates that the sectors with the largest potential for emissions reduction are on-road transportation, natural gas used in residential and commercial buildings, and electricity used in residential and commercial buildings. Combined, these sectors represent approximately 88 percent of the City’s total 2030 Adjusted BAU emissions. Programs or measures targeting the remaining sectors – solid waste disposal, off-road transportation, and water consumption – have less potential to reduce overall emissions as these sectors contribute approximately 12 percent to the 2030 forecast in total.



SOURCE: ESA, 2023

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Figure 12
2030 Adjusted BAU Emissions Forecast

For scenario development, ESA used a wedge analysis⁸ tool to examine emissions reductions from the following high-level strategies:

- a. **Green the electricity supply:** This strategy reduces emissions from electricity used by buildings, for lighting, and water conveyance by increasing the percentage of power being

⁸ A wedge analysis is a means of comparing the future expected GHG emissions with the potential reductions available over time through various emission reduction pathways and strategies.

supplied by renewable (zero-carbon) electricity. The installation of local solar PV systems is also a viable strategy for greening the electricity supply, and in combination with microgrids or battery storage systems helps even out electricity supply/demand fluctuations and increases community resilience to power grid outages.

- b. Electrify buildings:** This strategy reduces emissions from the consumption of natural gas by shifting the energy use to electricity, which has a lower carbon footprint, particularly when paired with the use of low- or zero-carbon electricity. The clearest opportunity for electrification is with new buildings. Increasingly in California, cities are requiring or promoting electrification of new buildings and major renovations through their local building codes. Electrification of existing buildings is more challenging, but cities can promote the electrification of household appliances and heating systems through education and financial incentives.
- c. Electrify transportation:** This strategy reduces emissions from on-road vehicles, by far the biggest contributor to the City's 2030 emissions forecast. California is the national leader in developing policies and infrastructure that support a shift to zero-emission vehicles (ZEVs), which include battery electric vehicles (BEVs), plug-in battery vehicles (PEVs), and hydrogen fuel cell vehicles (FCEVs). In January 2018, Governor Brown signed Executive Order B-48-18, setting ambitious targets of 200 hydrogen fueling stations and 250,000 electric vehicle chargers to support 1.5 million zero-emission vehicles ZEVs on California roads by 2025, and a target of 5 million ZEVs by 2030, which represents approximately 17% of the statewide fleet. In November 2020, Governor Newsom signed Executive Order N-79-20, setting the following targets for zero-emission vehicles (ZEVs):
 - By 2035, 100 percent ZEV sales for new passenger vehicles and 100% ZEV operations for drayage trucks and off-road vehicles and equipment.
 - By 2045, 100 percent ZEV operations for medium- and heavy-duty vehicles, where feasible.

In its first Mobile Source Strategy (2015), CARB laid out a plan for achieving the goal of having 5 million light-duty ZEVs on the road by 2030. Under Senate Bill 44 (September 2019), CARB was directed to update the Mobile Source Strategy every five years and to set reasonable and achievable goals for reducing emissions from medium and heavy-duty vehicles by 2030 and 2050, consistent with the State's overall goals for GHGs and criteria air pollutants. In October 2021, CARB approved for publication the 2020 Mobile Source Strategy, examining scenarios and input factors (e.g., ZEV sales) needed to reach the targets of EO N-79-20. The 2020 MSS concludes that 8 million ZEVs, representing 29% of the statewide fleet, could be on the road by 2030 under optimal policy and market conditions.⁹ It also determined that meeting the targets of EO N-79-20 would result, by 2045, in 85 percent of passenger vehicles being ZEVs and PHEVs, and 77 percent of the heavy-duty fleet being ZEVs. According to a 2020 report by the Center for Biological Diversity, meeting the targets of Executive Order N-79-20 would result in 27.9 million

⁹ California Energy Commission, 2020, Assembly Bill 2127 Electric Vehicle Charging Infrastructure Assessment (Staff Report), January 2021, CEC-600-2021-001, available at: <https://www.energy.ca.gov/programs-and-topics/programs/electric-vehicle-charging-infrastructure-assessment-ab-2127>

ZEVs on the road by 2050, which is estimated to be approximately 85% of the future statewide fleet.¹⁰

Meanwhile. The availability of new vehicle models, improved battery storage, and increased availability of vehicle charging infrastructure, coupled with incentives such as carpool lane access stickers, federal tax credits, and state and air district rebates have contributed to an expanding market for PEVs in California, and the emergence of companies like Tesla that are changing the automotive industry. Concurrently, many of the largest vehicle manufacturers, including General Motors and Ford, have announced commitments to stop selling fossil-fueled vehicles within the next 15 years. On a macroeconomic scale, the City's actions have no bearing on these market trends; however, the shift to ZEVs locally can occur faster with support for additional EV charging and hydrogen fueling stations, preferential parking for ZEVs, and continued purchases of ZEV fleet vehicles by the City government.

- a. **Improve energy efficiency of existing buildings:** With new buildings generally expected to be highly energy efficient due to increasingly stringent building codes (e.g., Title 24), this strategy focuses on existing buildings and reduces emissions from electricity and natural gas used by reducing the energy needed for heating, lighting, cooking, and for operating plugged-in equipment and machinery. Focusing on older buildings, particularly those built before 1978, is typically a cost-effective strategy for improving the energy efficiency of existing buildings. Energy loads during periods of extreme heat can be reduced by using cool roofs and pavements.
- b. **Reduce vehicle miles traveled (VMT):** This strategy reduces emissions from on-road vehicles by reducing vehicle trips and overall miles traveled. Reducing VMT is a major state goal as well as a major objective of the SCAG's Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), which integrates regional land use, housing, and transportation strategies that are geared towards reducing vehicle trips and increasing active transportation modes like walking and bicycling. Reducing VMT is a worthy objective, but it has historically proven to be difficult to achieve. Local communities, which control their own land uses, are expected to do their part through support of public transit, and through land use planning that emphasizes access to transit and reduces the need for vehicular travel through density increases, support for a mix of uses, and safe and convenient pedestrian and bicycle infrastructure. Other strategies that help reduce VMT include parking strategies such as pricing and amending zoning codes to reduce requirements in new development projects, support for employer transportation demand management (TDM) programs, and support for programs that increase car sharing, bike sharing, and ride sharing.
- c. **Strive for zero waste:** This strategy reduces emissions from landfill decomposition of organic waste by reducing the amount of waste sent to the landfill. The City has strong policies and programs in place to support waste minimization and recycling, including a food waste recycling program offered to both businesses and residents and regulations that reduce

¹⁰ Center for Biological Diversity, 2020, All-Electric Drive: How California's Climate Success Depends On Zero-Emission Vehicles, December, Available at: https://www.biologicaldiversity.org/programs/climate_law_institute/pdfs/All-Electric-Drive-California-zero-emissions-vehicles-report.pdf

the use of single-use plastics in the community. Solid waste disposal represents 3 percent of the City's 2030 Adjusted BAU forecast. Relative to strategies aimed at transportation and building energy, the GHG reduction opportunity represented by solid waste diversion is limited.

- d. **Conserve water:** This strategy reduces emissions associated with the energy needed to treat and deliver water to the City's end consumers, by reducing the amount of water consumed in the City. The City has strong policy support for conservation and use of reclaimed water along with a conservation ordinance to reduce water waste and impose drought restrictions upon declaration of a water shortage. Water use represents only 4 percent of the City's 2030 Adjusted BAU forecast. Relative to strategies aimed at transportation and building energy, opportunities for reducing emissions associated with water consumption are limited.
- e. **Local carbon sequestration projects:** Local carbon sequestration can be accomplished through tree planting, which has co-benefits for air quality, heat mitigation, and wildlife habitat, as well as providing aesthetic benefits. The carbon reduction potential of local sequestration projects tends to be relatively low due to natural limitations on scale.
- f. **Carbon offset projects:** A carbon offset credit represents the reduction, removal, or avoidance of GHG emissions that result from a project occurring elsewhere, but for which the emissions reduction credit is owned by its purchaser. A valid carbon offset meets stringent criteria for being real, additional, quantifiable, and permanent, and is verified by a third party. Carbon offsets are commonly used by private companies, and sometimes by public agencies, to achieve reduction targets once opportunities to directly reduce operational emissions are no longer feasible or economically viable.

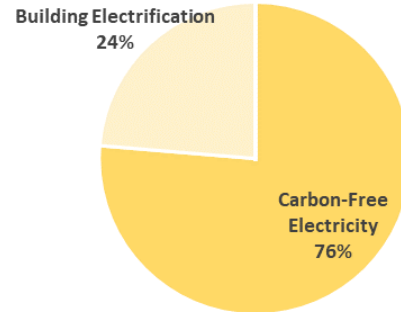
4.5.1 Scenarios to Achieve a State-Aligned Target for 2030

A relatively small contribution from local policies and programs will likely be enough to achieve a state-aligned 2030 target; major new initiatives may not be needed. However, achieving a longer-term target consistent with the State's 2045 goal will be a much bigger challenge for the City, requiring major shifts in how the community harnesses and uses energy for buildings and transportation.

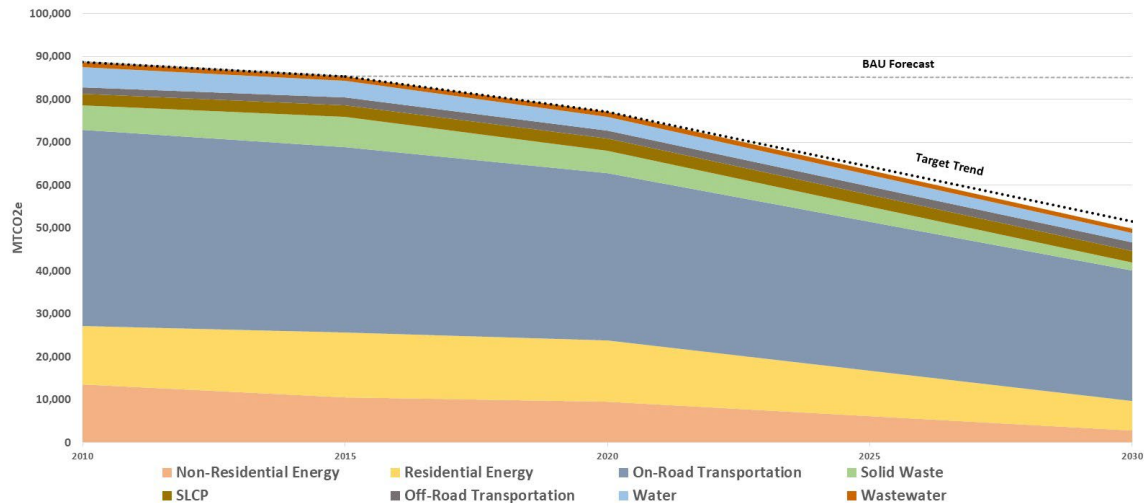
Scenario 1a: Energy Focus

This scenario relies largely on the City’s residents and businesses committing to purchasing 100% carbon-free electricity (100% Green Power) through the year 2030, and for 50 percent of new homes built from now through 2030 to be constructed as fully electric (i.e., no natural gas). It includes the conservative assumption that electric vehicles will make up about 5.8% of the light-duty vehicle fleet in 2030, which has been a default assumption used by CARB in recent years¹¹ and is much lower than indicated by California’s current policy framework.

2030 Reductions by Strategy



Sector	2030 Objectives
Building Energy	95% Carbon-free electricity for residential and commercial buildings 50% electrification of new homes 20% electrification of existing homes 50% electrification of new non-residential 20% electrification of existing non-residential
On-road Transportation	NA
Off-road Transportation	NA
Solid Waste	NA
Water	NA



¹¹ EMFAC2021 uses assumptions of 5.8% EVs and 2.5% PHEVs by 2030.

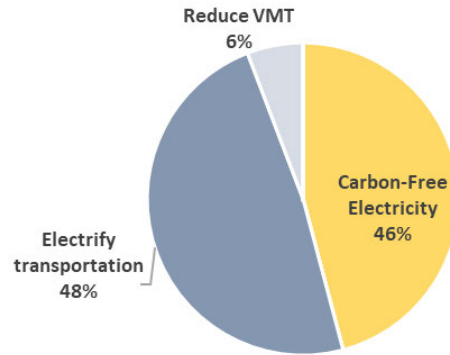
SOURCE: ESA, 2023

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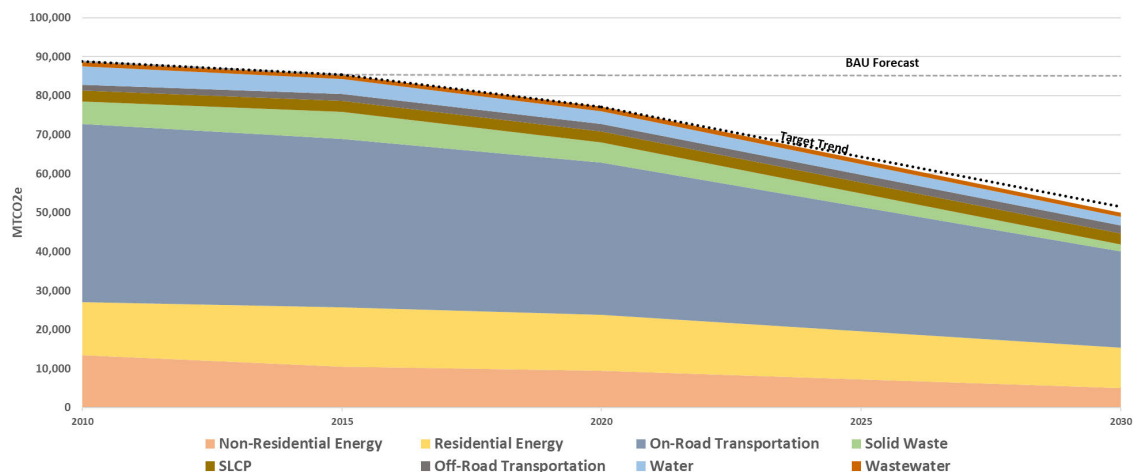
Figure 13
Scenario 1a Emissions

Scenario 1b: Transportation Focus

This scenario emphasizes the transition to ZEVs that we can reasonably expect given California's recent policy and regulatory developments. It bases its transportation emissions forecast on meeting the 2015 Mobile Source Strategy goal of 5 million ZEVs on the road statewide by 2030. It also assumes a modest reduction in VMT. This strategy de-emphasizes the reliance on carbon-free electricity assuming electricity in 2030 will be 60 percent carbon-free, in line with the State RPS. It also assumes no electrification of new or existing buildings.

2030 Reductions by Strategy

Sector	2030 Objectives
Building Energy	60% Carbon-free electricity for residential and commercial buildings
On-road Transportation	17% of local vehicles are ZEVs 2% reduction in VMT
Off-road Transportation	NA
Solid Waste	NA
Water	NA



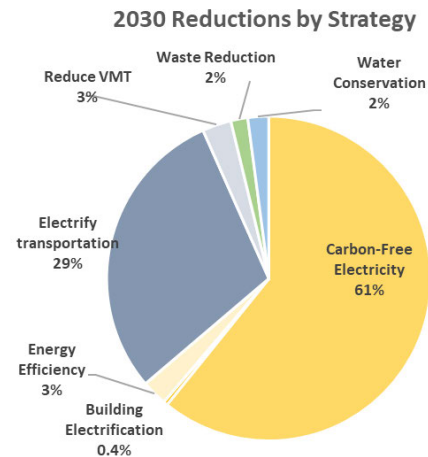
SOURCE: ESA, 2023

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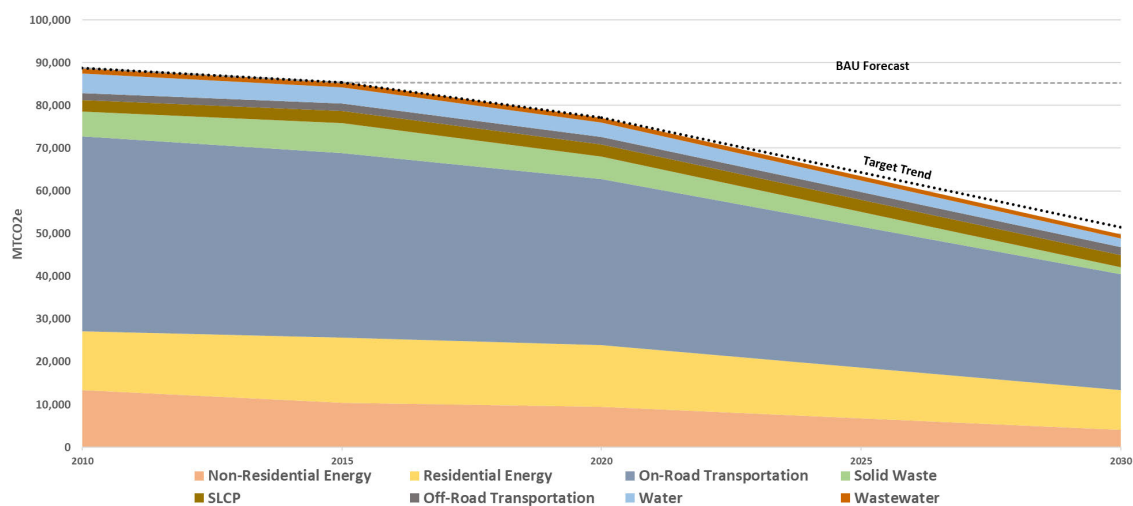
Figure 14
Scenario 1b Emissions

Scenario 1c: Balanced Energy and Transportation

This scenario balances the assumptions used in Scenarios 1a and 1b, striving for a pragmatic mix of contributions from the energy and transportation sectors that allow for some opting out of 100% clean energy, and a less aggressive local update of ZEVs. It also relies on modest objectives for building decarbonization and modest reductions from the off-road and solid waste sectors.



Sector	2030 Objectives
Building Energy	100% Carbon-free electricity for residential and commercial buildings 20% electrification of new homes 0% electrification of existing homes
On-road Transportation	10% of local vehicles are ZEVs 1% reduction in VMT
Off-road Transportation	10% reduction in off-road emissions
Solid Waste	10% reduction in waste sent to landfill
Water	NA



SOURCE: ESA, 2023

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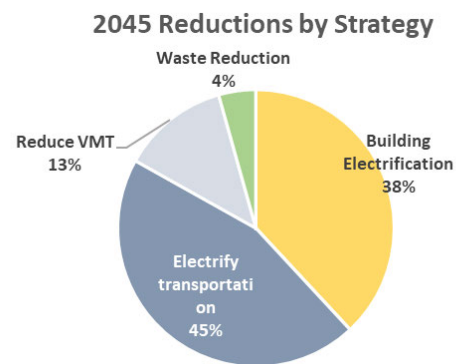
Figure 15
Scenario 1c Emissions

4.5.2 Scenarios to Achieve a State-Aligned Target for 2045

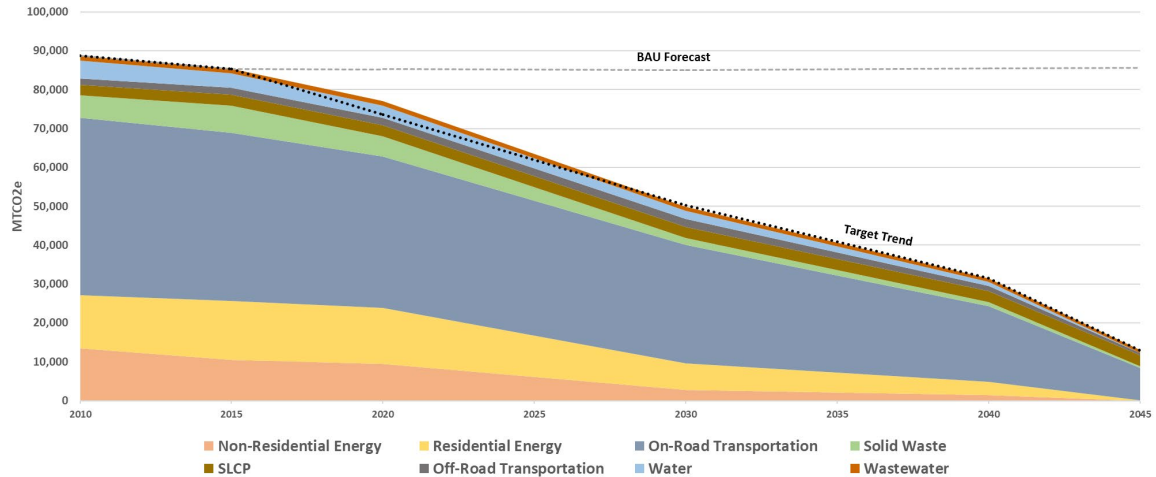
Achieving a State-aligned target for 2045 will require mass electrification of the building and on-road transportation sectors, along with an ongoing commitment to 100% carbon-free electricity. Additional contributions would be needed from the solid waste and off-road transportation sectors.

Scenario 2a: Energy Focus

This scenario assumes the City's residents and businesses will maintain their commitment to purchasing 100% carbon-free electricity through the year 2045, and that natural gas will be phased out for all buildings by that time. It includes a reasonable assumption that ZEVs (powered by clean electricity) will make up 60% of all on-road vehicle travel in 2045, and that total VMT will be reduced by 16%. This scenario also assumes a 75% reduction in emissions from solid waste and off-road transportation sources.



Sector	2045 Objectives
Building Energy	100% Carbon-free electricity for residential and commercial buildings 100% electrification of new and existing residential and commercial buildings
On-road Transportation	60% of local vehicles are ZEVs 16% reduction in VMT
Off-road Transportation	75% reduction in off-road emissions
Solid Waste	75% reduction in waste sent to landfill
Water	NA



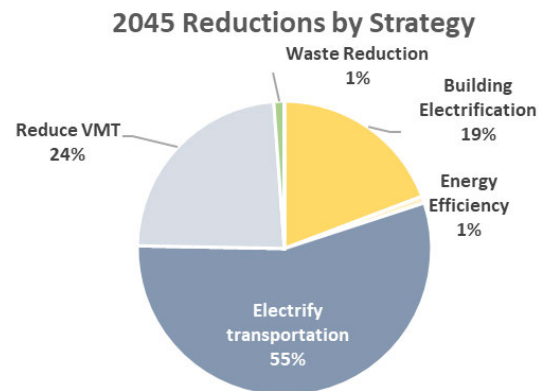
SOURCE: ESA, 2023

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Figure 16
Scenario 2a Emissions

Scenario 2b: Transportation Focus

This scenario assumes the transition to ZEVs will be mostly complete by 2045, representing 90% of all on-road vehicle travel. VMT would be reduced by 30%. As with Scenario 2a, electricity would be 100% carbon-free in 2045, but building electrification would not be complete, with 25% of new buildings and 50% of existing buildings still using natural gas. Existing building energy efficiency would also be improved through energy retrofits. This scenario also assumes an 80% reduction in off-road transportation emissions and a 20% reduction in solid waste sent to landfill.



Sector	2045 Objectives
Building Energy	100% Carbon-free electricity for residential and commercial buildings 75% electrification of new homes and nonresidential buildings 50% electrification of existing homes and nonresidential buildings 20% of existing buildings perform energy retrofits
On-road Transportation	90% of local vehicles are ZEVs 30% reduction in VMT
Off-road Transportation	80% reduction in off-road emissions
Solid Waste	20% reduction in waste sent to landfill

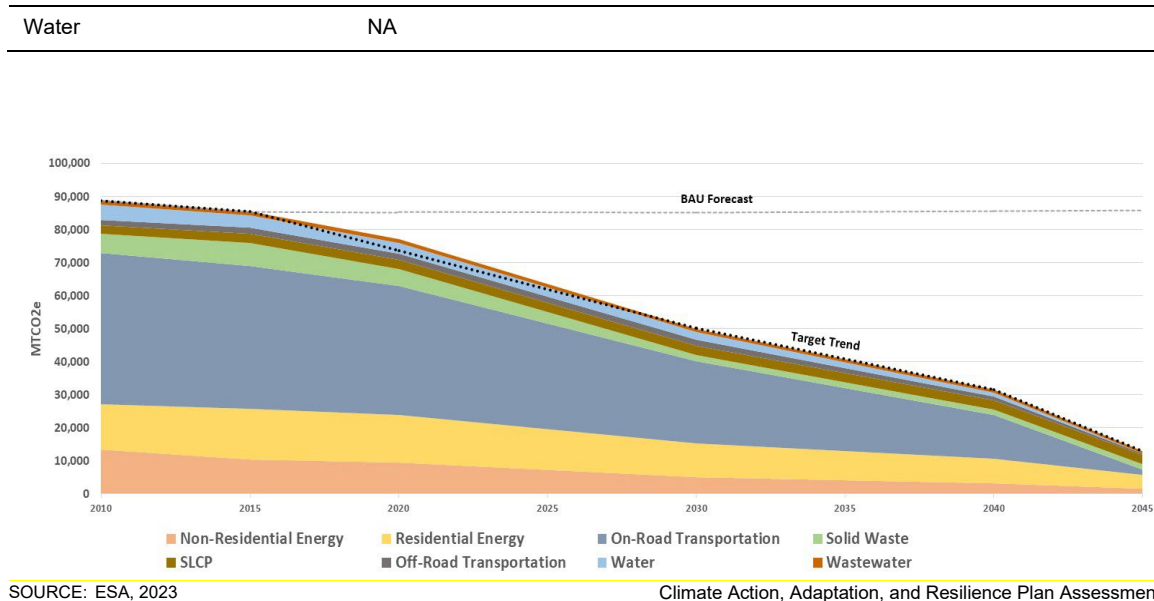
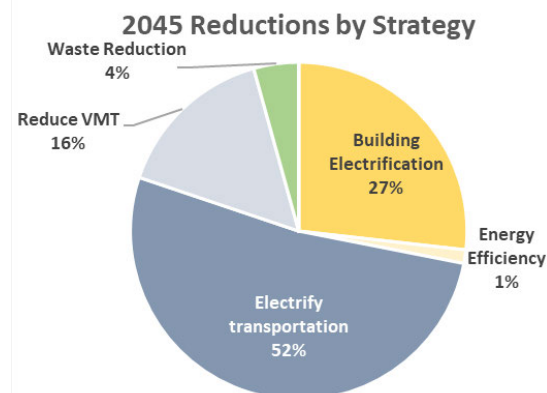


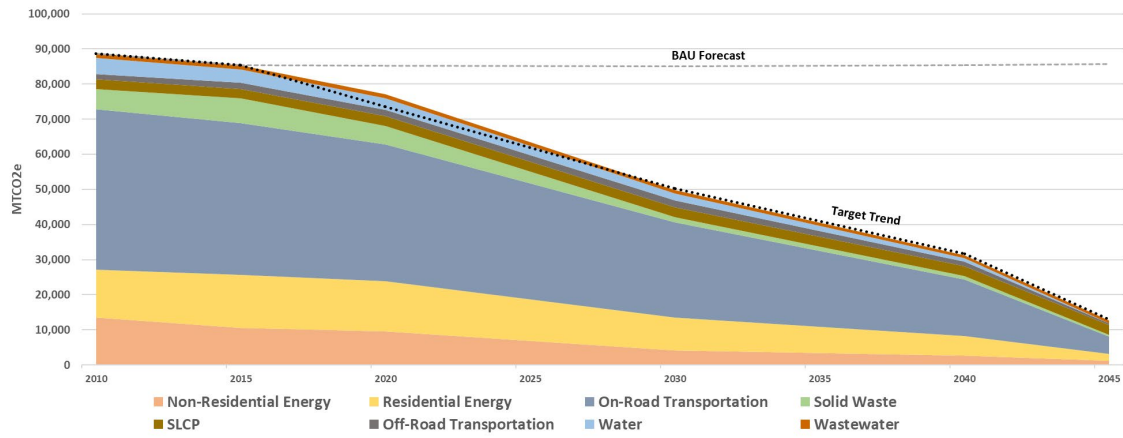
Figure 17
Scenario 2b Emissions

Scenario 2c: Balanced Energy and Transportation

This scenario balances the assumptions used in Scenarios 2a and 2b, striving for a mix of contributions from the energy and transportation sectors. It allows for some use of building natural gas and assumes ZEVs will represent 60% of all on-road vehicle travel, while total VMT will be reduced by 10%. As with Scenario 2a, this scenario assumes a 75% reduction in emissions from solid waste and off-road transportation sources.



Sector	2045 Objectives
Building Energy	100% carbon-free electricity for residential and commercial buildings 80% electrification of new homes and nonresidential buildings 75% electrification of existing homes and 60% of nonresidential buildings 60% of existing buildings perform energy retrofits
On-road Transportation	75% of local vehicles are ZEVs 20% reduction in VMT
Off-road Transportation	75% reduction in off-road emissions
Solid Waste	75% reduction in waste sent to landfill
Water	NA



SOURCE: ESA, 2023

Climate Action, Adaptation, and Resilience Plan Assessment

Figure 18
Scenario 2c Emissions

SECTION 5

Climate Change Vulnerability Assessment

5.1 Overview and Climate Change Projections

There is scientific consensus that human-caused emissions of carbon dioxide and other greenhouse gas (GHG) emissions are the primary cause of global climate change. GHGs trap heat in the atmosphere and lead to increased warming over time, which leads to other changes in the earth systems including changing climate patterns of rainfall and snow, melting of glaciers and ice, and ocean warming. As GHG emissions are driven by land uses and patterns, economic systems, transportation and energy systems, and other social and political factors, climate scientists cannot be certain of how emissions will change in the future.

The extent of climate change largely depends on how successfully the global community can reduce emissions over the next several decades. However, projected trends created from global climate models can simulate climate conditions in the past and the future and can help analyze how climate conditions may change (or not change) based on different emissions scenarios.

GHG emission scenarios are used to understand a range of potential climate projections. For planning purposes, these typically include both a higher emissions scenario and a lower emissions scenario. A higher emissions scenario, or business-as-usual, is where emissions continue to rise along with population growth through mid-century (2050) and plateau around 2100, while a lower-emissions scenario is where emissions peak around mid-century then decline as a result of global efforts to reduce them.

For purposes of assessing the potential impacts or risks associated with climate change, this document generally considers data and forecasts that represent an average climate model for the higher emissions (business-as-usual) scenario. It also considers the components of climate change to assess vulnerability, including exposure, sensitivity and impact, and adaptive capacity.

5.1.1 Risks and Vulnerabilities

In the City of Maywood, the changing climate is expected to result in more extreme heat, worsening air pollution from increases in regional wildfires and smoke, more intense storming and inland flooding, drought, and exacerbated conditions for vector-borne diseases.

- Under a high emissions scenario, maximum temperatures are expected to increase up to 11°F by 2100. Extreme heat days are expected to increase in duration, from 3 days per year historically to 61 days. Extreme heat events will increase risks of heat-related illnesses and mortality, increase costs for cooling, and health care, and increase demand for critical infrastructure (e.g., backup power, emergency services).

- Pollution burden in Maywood is disproportionately high compared to other communities in the state. Factors that contribute to the pollution burden in Maywood include diesel PM (90th percentile) and particulate matter (PM 2.5) (85th percentile) and in the 50th percentile for ground-level ozone. Air pollution affects the health of respiratory and cardiovascular systems and contributes to low birth weight and cancer.
- Maywood is not in a designated flooding hazard zone for 100-year or 500-year floods, however, there is potential for localized flooding impacts to occur from less severe storms. Flooding poses a hazard to roads, buildings and homes, and emergency response services.
- Maywood relies primarily on groundwater for drinking water. Future conditions are likely to exacerbate drought conditions and reduce groundwater recharge, putting pressure on the availability and quality of groundwater resources. Dry spells are expected to increase in duration, up to 209 days per year by 2100.
- While dry spells will increase and rainfall is expected to occur less frequently, the intensity of rainfall during those events is expected to increase. Annual average rainfall is expected to increase from 19 inches up to 22 inches by 2100. Drought affects costs for water, food, recreation, and landscaping, and puts stress on trees, plants, and wildlife. Droughts also create more favorable conditions for wildfires to occur.
- Climate change impacts on the weather and environment are likely to create more suitable conditions for vector-borne diseases such as West Nile Virus and the Zika Virus. Such diseases can impact all people, however, seniors, individuals with existing health conditions, and individuals lacking health insurance are more vulnerable.
- Critical infrastructure in Maywood may be vulnerable to power outages and flood impacts that can result from extreme heat events and storms. This includes Maywood's public buildings, health care facilities, schools, utilities, infrastructure, and others that help provide service to the community, including water, wastewater treatment, energy, and emergency response, among others.
- Vulnerable populations and factors in Maywood include:
 - Seniors (9%)
 - Low income (21%)

Components of Climate Change Vulnerability

The impacts of climate change hazards depend on how vulnerable a community is, including its population and infrastructure, and the extent to which a community has the resources to adapt and be resilient. As such, climate change vulnerability considers the exposure and sensitivity of populations and infrastructure to climate change hazards.

Exposure is the presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.

Sensitivity describes the degree to which an asset such as a community, a physical asset or a natural system would be affected by changing climate conditions.

Impact refers to the specific negative result of a climate change effect.

Vulnerability refers to the degree of susceptibility to climate change exposure and impacts on populations, facilities, systems and services.

Adaptive Capacity refers to the ability of community populations and physical assets to adjust to climate change stressors and cope with the consequences. Adaptive capacity can be provided through physical design (e.g., back-up generator), or it can take the form of policies, plans, programs, governance, or institutions.

- Renters (73%)
- Unemployed/underemployed (4%)
- Disabled (6%)
- Children under age 5 (8%)
- Immigrants and undocumented (45%)
- People of color/non-white (97%)
- Single heads of household (24%)
- Homeless (in 2020, 47 persons were experiencing homelessness)
- Lacking health insurance (16%)
- Lacking vehicle access/ownership (15%)
- Experience low-income homeowner housing burden (14%)
- High pollution burden (94th percentile)

5.2 Assessing Climate Change Impacts

This high-level assessment provides a review of the City’s physical, environmental, and socioeconomic vulnerabilities to climate change based on available public data and technical studies. It examines the exposure and vulnerability of the City’s critical assets to climate change impacts, summarizes the current understanding of the City’s capacity to adapt to those impacts, and identifies adaptation planning gaps.

5.2.1 Risk and Onset

Some climate change impacts, such as extreme heat, are already part of the lived experience of residents in Maywood. Other impacts such as extreme storms occur less frequently, and the consequences may not be experienced for a number of years. The certainty that scientists have about the intensity and timing of climate change impacts varies by hazard.

5.2.2 Shocks and Stressors

Climate change impacts can be felt through sudden or acute events, such as flooding or heat waves, that pose threats to community populations and critical infrastructure. These types of short-term, intense impacts can be thought of as “shocks.” However, climate change can also result in long-term chronic impacts, or “stressors” that can weaken natural and built systems and resources, and exacerbate inequity, homelessness, and an aging infrastructure. Stressors can worsen the effects of shocks and make it more difficult for a community to adapt to climate change.

5.3 Vulnerability Assessment

5.3.1 Vulnerable Populations

Vulnerable communities experience heightened risk and increased sensitivity to climate change and have less capacity and fewer resources to cope with, adapt to, or recover from climate impacts. These disproportionate effects are caused by physical (built and environmental), social, political, and/or economic factor(s), which are exacerbated by climate change. Contributing factors include, but are not limited to, race, class, sexual orientation and identification, national origin, and income inequality (ICARP, 2021). Additionally, historic inequity in land use and zoning policies, underinvestment in vulnerable communities, and lack of meaningful engagement in planning and policy making have created disparities in how prepared communities are to adapt to the impacts of climate change (APEN, 2019). Many individuals experience multiple and intersecting vulnerabilities which can put them particularly at risk with regard to climate change. For example, black and Hispanic mothers are more likely to be single heads of household and are also more likely to be low-income, live in flood-prone areas, and have health issues that can be exacerbated by climate change.

The health-related impacts of climate change fall hardest on populations who are most vulnerable to those impacts, including the elderly, children under five, those living in poverty, or most exposed to the physical impacts of climate change. In terms of public health, climate change vulnerability is a function of an individual or a community's ability to respond and adapt to climate stressors, which in turn is dependent on socioeconomic characteristics and underlying health and physical abilities.

The most vulnerable communities across Maywood include the elderly, children, low-income families, families burdened by high housing costs, linguistically isolated individuals, and individuals who are dependent on public transportation. Additionally, households lacking air conditioning are more vulnerable to the impacts of extreme heat. The paragraphs below describe in more detail why these communities are disproportionately burdened by the impacts of climate change.

- Elderly.** Approximately 9.1% of people in Maywood are at least 65 years old, compared to 13.7% in the County and 14.4% in the State (U.S. Census, 2021). Older adults may be less mobile and may have more trouble evacuating in the event of flooding or another climate event. Seniors are also more likely to have a fixed budget, have higher medical costs, and face disabilities. While seniors are more likely to be homeowners, they face greater challenges in maintaining homes and have a greater risk of displacement as they age.
- Low Income.** Approximately 20.9% of all people in Maywood have an income that is below the poverty level, compared to just 13.9% in the County, and 90.4% of K-12 students are eligible for a free and reduced meal program, compared to 67.8% in the County (U.S. Census, 2021, and HPI, 2022). Incomes tend to decline for seniors, leading to an increased risk of poverty for those over 65. Approximately 17.7% of Maywood seniors live below the poverty line, compared to 13.5% within the County as a whole (U.S. Census, 2021). Low-income households and individuals are more likely to live in inadequate housing and are more likely

to live in areas that are already disproportionately impacted by pollution, health problems, and natural disasters. Low-income communities have less access to financial resources and are more likely to be uninsured, which makes adaptation and recovery from climate hazards more difficult. Additionally, low-income households often do not have access to quality healthcare or access to vehicles, which can make treating health impacts from hazards and evacuations more difficult.

- **Health Insurance.** Approximately 16.4% of the population does not have health insurance, compared to 9.1% in the County (U.S. Census, 2021). Having health insurance greatly improves health outcomes by connecting people with the necessary medical care. Individuals without access to healthcare are more vulnerable to the health impacts of extreme heat, poor air quality, flooding, and the mental health impacts of climate change.
- **Vehicle Access.** 15.1% of housing units in Maywood do not have access to a vehicle, compared to 8.6% in the County (U.S. Census, 2021). Having access to a vehicle is critical during and after flooding and other climate emergencies. Households that are dependent on public transportation are more vulnerable during climate emergencies as it may impact their ability to evacuate.
- **Low-Income Homeowner Housing Burden.** Compared to the County as a whole, where 13.7% of low-income homeowners spend more than 50% of their income on housing costs, 16.8% of low-income homeowners in Maywood do so (HPI, 2021). High housing costs and housing instability reduce a household's access to financial resources and may make a household more likely to be uninsured, all of which make adaptation and recovery from coastal hazards more difficult.
- **Renters.** Approximately 72.7% of units are renter-occupied, compared to 53.5% in the County. Renters, and low-income renters especially, have a reduced ability to prepare homes and properties for climate change. Low-income renters often spend a disproportionate amount of their income on housing costs and are at an increased risk of displacement during natural disasters. Renters also do not have access to information regarding the flood risk of rented properties and often do not have insurance to cover losses from natural disasters (HPI, 2020).
- **Unemployed/Underemployed.** 3.8% of Maywood's labor force (age 16 years and over) is unemployed, which is slightly lower than the County at 4.5% (U.S. Census, 2021). Unemployed or under-employed individuals may be more vulnerable to the impacts of climate change as they may have less access to financial resources to help with the prevention of, adaptation to, and recovery to impacts.
- **People with Disabilities.** The Census Bureau defines disabilities as long-lasting physical, mental, or emotional conditions or impairments. 5.9% of Maywood's population has some form of disability (compared to 10.1% in the County), the most common of which are an independent living difficulty (3.9%), ambulatory (3.8%), cognitive difficulty (2.5%), and a self-care difficulty (2.1%) (U.S. Census, 2021). Most persons with disabilities are over 65 years of age (68.8%), followed by those that are 35 to 64 years (5.7%). Individuals with disabilities may experience the effects of climate change more intensely than other groups due to discrimination, marginalization, and other social and economic factors. Additionally,

certain disabilities may prevent individuals from being mobile, which may impact their ability to evacuate in the event of hazardous events, such as flooding.

- Children.** 7.8% of the population in Maywood are under 5 years of age, compared to 5.7% in the County (U.S. Census, 2021). Children under the age of 5 are particularly affected by heat waves, pollution, undernutrition, vector-borne diseases, as well as respiratory and cardiovascular diseases due to anatomical, cognitive immunological, and psychological differences between children and adults (Lawrence et al., 2018).
- Linguistically Isolated Households.** Approximately 24.9% of households within Maywood do not have an adult that speaks English well; the percent of linguistically isolated households in Maywood is greater than 94% of other communities statewide (OEHHA, 2021). Households without an English speaker at home are considered to be linguistically isolated and may have more difficulty accessing evacuation information. Linguistic isolation can increase vulnerability during climate events as people may have more difficulty navigating hazards, emergency resources, and evacuations.
- Immigrants and Undocumented Individuals.** Undocumented individuals and immigrants are particularly vulnerable to the impacts of climate change due to many intersecting vulnerabilities. Immigrants are disproportionately affected by racial discrimination, are often linguistically isolated, and are less likely to have access to economic and social stability and safety nets. Additionally, undocumented immigrants are more likely to live in substandard housing, live in areas vulnerable to flooding and other environmental hazards, and are often left behind by emergency management and natural disaster recovery resources (Mendez, 2020). In Maywood, approximately 45% of residents are foreign-born (LA County, 2018).
- Communities of color (Non-white).** 97.4% of Maywood's population identifies as Hispanic or Latino of any race (80.9% are Mexican) and 0.7% of the population identifies as "White alone" (U.S. Census, 2021). Communities of color experience disproportionate impacts from environmental hazards and health impacts, including respiratory and cardiovascular diseases, and low birth weights. Racism, underinvestment in communities of color, and historic inequities in land use decisions have allowed communities of color to be more likely to live in areas that are impacted by heavy pollution, flood-prone, and lack green space and also be more likely to have lower income levels, lack access to quality healthcare and insurance, and have pre-existing health concerns. Climate change will exacerbate existing inequities for communities of color (PHASoCal, 2022; Cho, 2020).
- Single Heads of Household.** 24.2% of households in Maywood are led by a single parent, similar to LA County at 25.2% (PHASoCal, 2022). Households led by a single parent are vulnerable to the impacts of climate change as they have only one wage earner to support household financial needs and only one parent to perform family and house care duties. In addition, households led by a single female are particularly vulnerable due to the gender wage gap (PHASoCal, 2022).
- Homeless.** Homeless individuals are more exposed to extreme heat, air pollution, and flooding and are at an increased risk for dehydration, sunburn, respiratory and cardiovascular diseases as well as displacement. Homeless individuals are also less likely to have access to

healthcare, financial resources, or reliable transportation. In January 2020 there were 47 homeless people in Maywood (City of Maywood, 2022).

- **Incarcerated.** Maywood has a higher incarceration rate at 453 per 100,000 people compared to the County (405 per 100,000) and the State (312 per 100,000). The percentile for Maywood is 80.4, meaning the rate of incarceration is greater than 80% of other cities statewide (PHASoCal, 2022). Incarcerated populations are at an increased risk of the impacts of climate change as they are extremely limited in their ability to adapt. Additionally, families with a family member that is incarcerated may have a reduced capacity to adapt to climate change due to the potential loss of income and the financial burden of legal fees.
- **Communities with High Pollution Burden.** Maywood experiences a greater pollution burden than almost 94% of communities across the state, due to high levels of existing pollution air pollution, lead, and toxic releases that create unhealthy and hazardous conditions for nearby communities (OEHHA, 2021). Communities living with high levels of pollution burden are more likely to be impacted by associated health issues such as cardiovascular and respiratory diseases, obesity, diabetes, and cancer. Therefore, communities living with high levels of existing pollution burden are very vulnerable to the health impacts of climate change.

5.3.2 Buildings and Critical Infrastructure

Critical infrastructure includes the systems, buildings, and physical infrastructure that are essential to the functioning of the City and includes public facilities that are used to coordinate human resources and equipment during hazard response and recovery. Such facilities include city buildings and offices, public buildings and libraries, parks, schools, wastewater treatment plants and sewer lines, public works yards, water infrastructure such as reservoirs and groundwater wells, hospitals, schools, and energy infrastructure such as transmission lines and emergency generators. Critical infrastructure also includes telecommunications infrastructure, cooling centers, police and fire stations, emergency operations centers, and evacuation shelters. City facilities and offices such as utility locations, and traffic signals are also considered critical and essential facilities. Utilities and related infrastructure are considered critical as they provide community services – potable water supply, wastewater treatment, fire suppression, natural gas supply, and emergency response, among others.

Maywood has several facilities and infrastructure, shown in **Table 6**, that are considered critical due to their service to the community and may be vulnerable to the impacts of climate change.

TABLE 6
MAYWOOD CRITICAL ASSETS

Critical Asset	Address	Facility Type
City Hall and Council Chambers	4319 E. Slauson Ave	City Administration
Maywood City Yard	5600 Heliotrope Ave	City Administration/Public Works
LA County Sheriff's Substation	4319 E. Slauson Ave	Emergency Response
Maywood Park and YMCA	4801 E. 58th St	Community Resource/Parks and Recreation

Cesar Chavez Library ^a	4323 Slauson Ave	Community Resource/Parks and Recreation
Benito Juarez Park	5515 Maywood Ave	Parks and Recreation
Pixley Park	3626 E 56th St	Parks and Recreation
Pine Avenue Park	5313 Pine Ave	Parks and Recreation
Riverfront Park	5000 Slauson Ave	Parks and Recreation
Fishburn Ave Elementary School	5701 Fishburn Ave	School
Maywood Elementary School	5200 Cudahy Ave	School
Heliotrope Ave Elementary School	5911 Woodlawn Ave	School
Loma Vista Elementary School	3629 E 58 th St	School
Maywood Center for Enriched Studies (MaCES)	5800 King Ave	School
Maywood Academy High School	6125 Pine Ave	School
Maywood Mutual Water Co. #2	3521 Slauson Ave	Utilities
Maywood Mutual Water Co. #3	6151 Heliotrope Ave	Utilities

NOTE:

^a Maywood Cesar Chavez Library is identified as a County Critical Facility within the 2019 County of Los Angeles All-Hazards Mitigation Plan.

5.4 Hazards of Concern

Climate change impacts in Maywood will include increasing temperatures, more frequent and prolonged extreme heat days, worsening air quality, longer and more severe droughts, and more extreme storms and flooding. Several tools at the regional and state levels (i.e., Cal-Adapt, GCCOG’s Climate Action Planning Framework, County Climate Vulnerability Assessment, and Hazard Mitigation Plan, SCAG’s Adaptation Planning Framework) describe the type, magnitude, and onset of various local exposures of climate change that can be expected by mid-century and 2100, as predicted through modeling of emissions scenarios. This section considers the effects of climate change on local temperature, local precipitation, drought, and wildfire, as well as the secondary exposure pathways facing Maywood.

5.4.1 Extreme Heat

Forecast

Global temperatures are increasing at a rapid rate with record levels of heat-trapping emissions in the atmosphere and with each decade having warmer conditions than the previous. The top 10 warmest years on record have all occurred since 2010, with 2022 being the 6th warmest year in recorded history (Lindsey and Dahlman, 2023).

Climate change will continue to increase average and maximum temperatures and create a new “normal” for all communities, bringing more intense and frequent extreme heat days that last for a longer period of time. These conditions are likely to be exacerbated by the urban heat island effect, illustrated in **Figure 19**. The urban heat island effect is influenced by land uses, where more developed areas with buildings, paved roads, and other albedo and impermeable surfaces absorb and re-emit the sun’s heat with greater intensity, resulting in higher daytime and nighttime temperatures. Built-out communities in metropolitan areas, such as Maywood, can experience

daytime temperatures that are up to 20 °F hotter than outlying areas that are less developed and/or have greater vegetation and forestry (Climate Central, 2021).



Figure 19
Urban Heat Island Effects

By the end of the century average maximum temperatures in Maywood are expected to increase by 6-11°F, from an average of 75.6 °F up to 87.2 °F (Cal-Adapt, 2021). Historically, Maywood has experienced approximately 3 extreme heat days per year (for Maywood, this is defined as days with maximum temperatures that rise above 97.9 °F). Climate models show this is expected to increase up to 61 extreme heat days per year – this is approximately 20 times greater than historic levels (1961 – 1990).

Anticipated Impacts

Increasing temperatures and greater intensity, frequency, and duration of extreme heat days are likely to impact public health, energy consumption and costs, air pollution, water resources, and vegetation and wildlife. Regarding public health, higher temperatures can cause heat-related illnesses, such as heat exhaustion and heat stroke, which can worsen existing health conditions including cardiovascular and respiratory illnesses. In severe cases, such as heat stroke, heat events can impact mental health and lead to missed school and workdays, cause stress, aggression, fatigue, confusion, coma, and even death. In the United States, extreme heat is the cause of more deaths per year on average than other weather-related hazards combined (Bedsworth, 2018). From 2004 to 2018, there were over 10,000 heat-related deaths recorded in the nation (USEPA, 2022). In California, heat-related mortality peaked in a 2006 prolonged heat wave that killed over 600 people and resulted in 1,200 hospitalizations and 16,000 emergency department visits (CNAP, 2015).

Relating to the energy sector, extreme heat can have cascading impacts on consumption, production, cost, and health. During extreme heat events, it is likely for there to be increased stress on the electrical grid due to the demand for air conditioning, which can cause power outages and increase risk to those that are more vulnerable to heat impacts. Power outages put vulnerable populations such as the elderly and individuals with existing health conditions at further risk as they must go without medical devices, air conditioning, and refrigeration. Power outages can also result in traffic disruptions and cause delays in emergency response. Extreme heat events can also result in higher energy costs due to cooling for homes.

Elevated temperatures can also increase the electricity demand, which can then increase reliance on fossil fuels to meet energy demands. This can result in more concentrations of greenhouse gas emissions in the atmosphere that contribute to greater warming. In addition, higher temperatures can increase the rate that other pollutions form, such as ground-level ozone, and contribute to worsening air quality (USEPA, 2022). This can also affect water quality and the availability of water resources. There is potential for greater demand for water during heat events, especially during periods of drought. Additionally, heat can warm water temperatures in natural bodies and stormwater runoff, which can affect water quality and aquatic environments.

There is also a likelihood for prolonged extreme heat conditions to cause stress to vegetation and lead to tree-die-off and the loss or degradation of urban tree canopy, parks, rivers, streams, and lakes. Loss of green spaces and urban forestry can further exacerbate heat impacts from warmer temperatures.

Vulnerabilities

Extreme heat puts vulnerable populations at greater risk of heat-related illnesses and mortality. This includes Maywood's population of linguistically isolated individuals (25%), low-income residents (21%), people without health insurance (16%), seniors (9%), children (8%), people with disabilities (6%), and other groups such as those that are chronically ill or homeless. In turn, this places additional stress on emergency services, health care systems, and costs for health care.

In addition, energy infrastructure experiences greater stress during periods of high demand which can impact the regional energy grid and result in power outages. Critical infrastructure such as emergency response facilities, healthcare facilities, and community centers may be vulnerable to extreme heat especially if they do not have backup sources of power. Roads can also be damaged by extreme heat due to softening and melting of asphalt, especially in areas with high traffic volumes. Emergency response facilities are unable to maintain operations if the connections to power or transportation routes between facilities and areas served are damaged or disrupted. Higher average temperatures and long heat waves can also impact regional water sources by increasing the demand for water and increasing evaporation losses.

Adaptive Capacity

- Positive Factors:
 - All residents live within walking distance or a 10-minute walk of a park or open space, which can provide relief during extreme heat events (TPL, 2023).

- The City has two large parks and recreation areas located on the eastern side of the City (Maywood Park and Riverfront Park).
 - The City is collaborating with Amigos de Los Rios to plant 200 trees by 2026, to help with the urban heat island effect, reduce energy consumption, increase urban greening, and contribute to carbon sequestration.
 - The City is working with the Gateway Cities COG and SoCalREN on an Energy Resilience Action Plan and a resilience hub opportunity assessment. These projects will identify strategies for increasing energy resilience and identify opportunities for local emergency hubs and cooling centers in the community.
 - The City’s housing element includes policies for promoting rehabilitation programs for lower-income property owners, bringing substandard units to compliance with building codes, and increasing open space and recreation spaces within residential neighborhoods.
- Negative Factors:
 - Maywood tree canopy is limited, with only 12.3% existing canopy (LMU CUREs, 2021). This is lower than LA County’s average (18%).
 - The City is mostly built-out and is one of the densest cities in the state, with over 23,955 persons per square mile (SCAG, 2017).
 - Approximately 16% of the population does not have health insurance.
 - Maywood’s impervious surface cover is 73% (compared to 59.3% for the County) (PHASoCal, 2022).

Potential Strategies

Strategies and actions for adapting to and increasing community resilience to extreme heat should focus on improving community access to cooling facilities and amenities, providing cooling for households and public facilities, improving community infrastructure to combat heat, and providing support for vulnerable populations to stay safe from extreme heat hazards.

- Increase the albedo (surface reflectivity) of roofs and pavements.
- Encourage climate-resilient building designs.
- Designate a cooling center in the community.
- Ensure critical facilities have backup systems or access to backup power.
- Collaborate with local/regional healthcare facilities and organizations to improve access to healthcare resources and services for vulnerable populations.
- Work with local/regional agencies to promote energy retrofits and increase resilience to weather-related hazards, especially extreme heat in lower-income households.
- Continue working with the GCCOG to implement a cooling center or resilience hub program.
- Develop and implement an urban heat reduction plan with demonstration projects in vulnerable neighborhoods.
- Promote health and health equity in all plans and programs.
- Expand awareness of extreme heat hazards and dangers to vulnerable populations in Maywood.

- Provide educational trainings to community members on hazard response. Consider programs that train residents as first responders to help with more efficient response and recovery.
- Seek funding opportunities to continue expanding Maywood's urban greening program for greater tree canopy.

5.4.2 Air Pollution

Forecast

Communities in Los Angeles have some of the poorest air quality in the country, and climate change is likely to exacerbate these issues. Primary pollutants within the region include diesel particulate matter (diesel PM), ground-level ozone, and particulate matter (PM 2.5), which are expected to increase in concentrations and exacerbate the existing pollution burden (CNRA, 2018; Park et al, 2020). The certainty of worsening air pollution will depend heavily on whether local and regional emissions remain high in the future as well as other factors such as temperature, wind, and the extended extent of wildfires. While wildfires are not likely to occur in Maywood, regional wildfires are expected to increase in frequency and severity in the coming decades and cause worsening air pollution throughout the region due to far-ranging smoke impacts (CNRA, 2018). Additionally, changes in precipitation and temperatures are expected to increase pollen and airborne allergens which may increase allergic reactions and asthma attacks.

Pollution from diesel PM is produced by the exhaust of trucks, buses, trains, ships, and equipment with diesel engines. Concentrations of diesel PM tend to be highest near rail yards and freeways. Within and near Maywood, 0.59 tons of diesel PM per year are emitted into the air, which is greater than 90% of other communities statewide (OEHHA, 2021). Ozone, which is the main ingredient of smog, is generally produced by trucks, cars, planes, trains, factories, construction, and dry cleaners. Approximately 0.05 parts per million of ozone is emitted yearly, which is greater than almost 50% of other communities statewide (OEHHA 2021).

PM 2.5 refers to small airborne particle pollution consisting of a mix of organic chemicals, dust, soot, and metals, and can be generated from cars, trucks, mining pits, factories, and wood burning. Maywood's concentration of PM 2.5 is 12.10 micrograms per meter cubed ($\mu\text{g}/\text{m}^3$), which is greater than almost 85% of other communities in the state (OEHHA, 2021). Because of the small size of particles in PM2.5, they can travel deep into the lungs and result in health problems such as lung and heart disease.

Anticipated Impacts

Air pollution is already part of the lived experience of the Maywood community, and this will only be exacerbated by increases in temperatures and smoke from regional wildfires. Existing health conditions may be worsened by poor air quality. In addition, worsening air pollution may require sheltering in place, which can impact household income, physical and mental health, and affect school and workdays.

Vulnerabilities

The City as a whole has relatively high levels of diesel PM, particularly in the census tracts near the north and east of the City, making it vulnerable to worsening air quality caused by climate change. Air pollution can affect vulnerable individuals more than others – these include, seniors, children, pregnant individuals, unsheltered or homeless individuals, individuals without health insurance or access to healthcare, and individuals with preexisting health conditions, among others.

Poor air quality has been linked to respiratory conditions such as asthma, pulmonary disease, pneumonia, bronchitis, and other infections, as well as cardiovascular conditions such as heart disease, heart failure, and cardiac arrest. Poor air quality can also affect cancer and contribute to the low birth weight of infants. Almost 10% of adults in Maywood are affected by asthma, 3% are affected by cancer (excluding skin cancer), and almost 5% are affected by heart disease (CDC 2019). In addition, almost 5% of births in Maywood are low birth weight (OEHHA 2021).

Adaptive Capacity

- Positive Factors:
 - The City’s General Plan and Local Roadway Safety Plan policies promote increased access and efficiency of public transportation modes and infrastructure; require lowest-emission vehicles and equipment for the City’s fleet; establish a bicycle and pedestrian network, and; provide safety improvements for all transportation modes.
 - The City is in the process of developing an Active Transportation Plan that will introduce project opportunities for new bike paths, improved bike and pedestrian crossings, wayfinding, traffic calming measures, and enhanced connectivity to the LA River and to the regional bike network (KOA, 2023). These measures will promote active transportation that help to reduce vehicle trips and associated emissions.
 - The City is collaborating with Amigos de Los Rios to plant 200 trees by 2026, to help with the urban heat island effect, reduce energy consumption, increase urban greening, and contribute to carbon sequestration.
 - The SCAQMD has nearby AB 617 programs for Community Emission Reduction Plans and Community Air Monitoring Plans (west of Maywood in Florence/Firestone and South LA, and north of Maywood in East LA/Boyle Heights).
- Negative Factors:
 - Maywood tree canopy is limited, with only 12.3% existing canopy (LMU CUREs, 2021). This is lower than LA County’s average (18%).
 - The city is bounded by I-710 to the east and the industrial City of Vernon to the north. The I-710 serves as a major freight corridor for the Port of Long Beach, with lots of truck traffic passing on the I-710, as well as directly through Maywood to get to/from Vernon.

Potential Strategies

Strategies to adapt to poor air quality should focus on improving local air quality by reducing mobile pollution sources, increasing access to air filtration, improving indoor air quality, and developing hazard alert systems for those who are most vulnerable to poor air quality.

- Provide access to air filtration devices for community members, including home air filters, shelters with filtered air, and air masks.
- Continue to promote EVs and reduce VMT throughout the community.
- Identify public facilities, including schools, libraries, and community centers that require repairs/restoration to help improve indoor air quality.
- Support programs to retrofit public facilities and housing to improve indoor air quality.
- Identify vulnerable populations that are at greatest risk of air pollution exposure.
- Participate in AB 617 programs and support community monitoring of air quality levels.

5.4.3 Extreme Storms and Stormwater Flooding

Forecast

Cities in southern California are already experiencing extreme precipitation and storms that deliver intense precipitation over several days. These are expected to increase in frequency and severity in the future. Climate change will also likely worsen inland flooding due to changes in precipitation patterns.

The FEMA's flood hazard maps show that the City is not in a designated flood hazard zone. There are no 100-year floodplains or 500-year floodplains within the City.

Anticipated Impacts

An increase in extreme storms and precipitation can result in flooding of streets, roads, and low-lying areas of the city due to insufficient capacity or diminished function of the stormwater drainage system. Flooding can impact important roadways and evacuation routes, which in turn can impact emergency evacuation routes and emergency response times. Flooding of transportation routes may result in specific neighborhoods or households becoming stranded, unable to evacuate or access critical resources, or being reached by emergency response teams. Additional surface water on roads can also lead to hazardous driving conditions.

Vulnerabilities

Potential vulnerabilities to flooding include population, property, and infrastructure. Low-lying populations are particularly vulnerable, as is low-lying infrastructure, such as roads that provide critical access functions for residents, workers, and emergency responders.

In general, flooding can impact communities by resulting in injury or death, or isolating individuals or families and cutting them off from essential services. Property damage from flooding can be particularly burdensome for low-income families or renters who may face

challenges rebuilding following a flood event. Flooding can also cause mold in buildings, which can result in long-term health impacts.

Adaptive Capacity

- Positive Factors:
 - The City’s General Plan contains policies for improving water quality through conservation programs for residents and businesses, encouraging sustainable irrigation systems, water schedules for residents, and using drought-tolerant species for tree plantings and landscaping.
 - The City will be updating its Local Hazard Mitigation Plan (LHMP) in Fall of 2023, which will provide an assessment of hazards and hazard preparedness, and allow the City to access disaster response funds.

Potential Strategies

- Prioritize green infrastructure implementation in areas that are vulnerable to flood and/or where critical infrastructure is older in age and less resilient to flooding hazards.
- Develop LHMP with evacuation planning in case of inland flooding events.
- Expand programs for water recycling.
- Enhance existing community infrastructure and amenities to protect from extreme storms (public streets, bus shelters, active transportation corridors).

5.4.4 Drought

Forecast

Climate change is expected to exacerbate drought conditions, bringing more frequent and longer periods of dry conditions that could impact water supplies and lead to shortages. Local drought conditions vary across regions depending on location since water sources and conditions vary by community. The City of Maywood relies on groundwater resources, supplied by three water companies (Maywood Water Co. #1, #2, and #3). Maywood is vulnerable to drought conditions due to its Mediterranean climate, low annual levels of precipitation, and dependence on groundwater resources for supply. Although the 2022/2023 rainy season was much wetter than usual, statewide rainfall and snowpack was extremely low for several years prior, leading to diminished levels of groundwater. Annual precipitation in Maywood is likely to decrease in the next century and create worsening drought conditions over time.

The shift in global temperatures will increase the likelihood of worsening dry spells, which are periods of dry weather with no precipitation. Dry spells historically (from 1961 to 1990), averaged 160 days (Cal-Adapt, 2021). Precipitation models show the duration of dry spells is expected to increase, up to 196 days by 2050 and up to 209 days by 2100. While this means longer periods without rainfall, rainfall events that do occur are expected to have greater range and intensity, meaning there is a likelihood of more rainfall within shorter periods of time. Historically, the City saw up to 16 inches of rainfall per year. Annual precipitation levels are expected to increase up to 22 inches by 2100.

Figure 20 shows drought conditions for the County from 2010-2023. The map uses 5 categories to show drought conditions, with D0 representing abnormally dry and D4 representing exceptional drought conditions. White spaces represent time periods with no drought conditions.

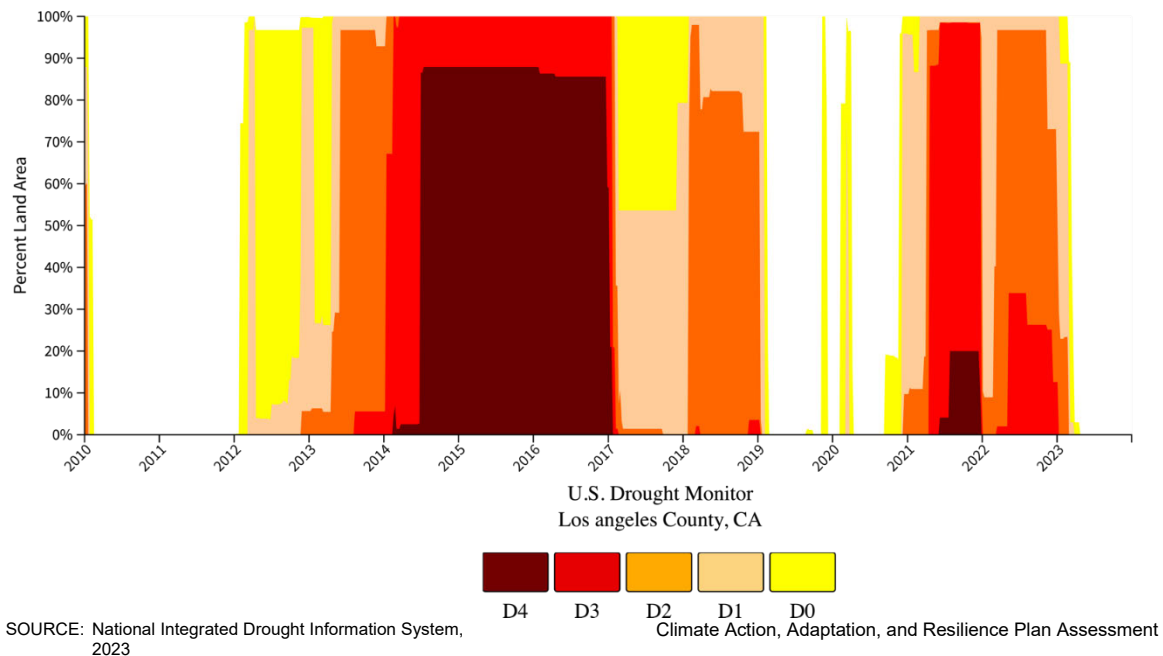


Figure 20
Los Angeles County Drought Conditions
(2010-2023)

Anticipated Impacts

Prolonged periods of drought can impact water prices, food costs, security, vegetation, and wildlife, and contribute to wildfires and bad air quality. Stress on plant communities and trees can increase susceptibility to pests, diseases, and plant mortality, which creates more suitable conditions for wildfires. Large wildfires can significantly impact air quality and harm human health and may strain emergency response services. For the City of Maywood, which relies on the County of LA for police and fire services, shortages and delays in emergency response could be affected during active wildfires in the region.

Vulnerabilities

Vulnerable populations include low-income households who will be disproportionately affected by increases in water prices. Additionally, individuals who are sensitive to air pollution including outdoor workers and those with chronic illnesses, are indirectly impacted by drought when it contributes to an increase in the frequency and severity of regional wildfires, causing more smoke and bad air quality days.

Physical assets in the City that are vulnerable to drought include parks and urban trees, water supply infrastructure, and groundwater wells used for irrigation and pollutant monitoring.

Adaptive Capacity

- Positive Factors:
 - Maywood’s water companies have water conservation restrictions for residents and businesses, including a watering schedule and limits on outdoor watering.
 - In 2021, the City received approximately \$2.7 million for a new groundwater filtration system to improve the removal of contaminants from drinking water. This project benefits residents within the Maywood Water Co. #2 service area (SWRCB 2021).
- Negative Factors:
 - Maywood is dependent on groundwater resources for its supply; low diversity of supply makes it vulnerable.

Potential Strategies

- Promote water-conserving landscaping for residential and commercial properties that use less water.
 - Require new plantings to be drought tolerant; Promote the planting of native species; develop a policy for “right tree, right place” in collaboration with TreePeople or Amigos de Los Rios.
 - Work with utilities to provide educational water programs started at reducing water consumption and increasing environmental stewardship for the conservation of water resources.
- Partner with local/regional organizations to identify vulnerabilities relating to food insecurity.

5.4.5 Vector-Borne Diseases

Forecast

Vector-borne diseases result from infections transmitted to humans or other animals, most commonly by arthropods that feed on blood such as mosquitos, ticks, and fleas. Arthropods are considered disease vectors due to their ability to transmit diseases and other pathogens (WHO, 2020). Vector-borne diseases make up more than 17% of all infectious diseases and can be caused by pathogens like parasites, viruses, and bacteria (LA County, 2021). Expected increases in primary climate change impacts like extreme heat, extreme precipitation, and flooding in LA County all create an environment conducive to the proliferation of mosquito populations (SCAG, 2020). In LA County, drought conditions may slow the flow of water in aqueducts and cause the proliferation of stagnant water increasing the breeding grounds for mosquitoes and other vectors (LA County,2021). Each female mosquito can lay hundreds of eggs in stagnant water and these eggs can hatch and develop into adults in five to seven days.

Vulnerabilities

Existing health conditions may be further exacerbated by the presence of disease vectors, like mosquitos and ticks, and vector-borne diseases. The diseases associated with vectors, such as West Nile Virus, are of particular risk for people over 50 and those living with pre-existing health conditions (LA County Public Health, 2022). The disproportionality of high levels of individuals

living without health insurance in Maywood is also of concern regarding vector-borne illnesses as these individuals are less likely to seek care at the onset of symptoms.

Anticipated Impacts

Due to the urban conditions of Maywood vector threats center around mosquito-borne illnesses. Expected changes in meteorological conditions in LA County are especially favorable for the invasive *Aedes* species of mosquitos which are already found in most LA communities. *Aedes* mosquitoes were first documented in LA in 2001 and are known to carry diseases like yellow fever and West Nile virus. Additionally, the LA native *Culex* mosquito species are known to carry West Nile Virus in the County. Although common conditions of climate change like extreme weather patterns will likely continue to facilitate the spread of mosquitoes, it's unclear to what extent this will occur in the LA area.

Adaptive Capacity

- Positive Factors:
 - Maywood is part of the Greater Los Angeles County Control District Mosquito Watch neighborhood program. This program provides residents with opportunities to learn how to prevent the spread of vectors and vector-borne diseases thereby creating safer neighborhoods.
- Negative Factors:
 - The City's close proximity to the LA River poses an increased risk of vector-borne diseases if water stagnates in the riverbed.

Potential Strategies

- Promote community-level programs to educate residents about the risk of vector-borne diseases and abate stagnant water.
- Collaborate with regional organizations, such as LA County Public Health and Greater LA County Vector Control District, for monitoring vectors and health impacts in the community, in preparation for potential disease breakouts (and during disease breakouts).
- Provide residents with resources for education about the prevention and treatment of vector-borne diseases.

SECTION 6

Recommendations and Next Steps

This assessment is intended to provide the foundation on which Phase 2 of the CAARP will be completed, which will include the development of detailed emission reduction strategies and quantification and benefits analysis. Additionally, Phase 2 will include further analysis of adaptation strategies based on the assessment of community vulnerabilities and hazards of concern.

6.1 CAARP Organization

The recommended organization of the CAARP to be developed in Phase 2, presented below, builds on the sections presented in this assessment:

Chapter 1: Introduction and Background – City vision, goals, and objectives related to climate change; summary of current climate change science; regulatory and policy setting; discussion of how the CAARP relates to the City’s General Plan and other relevant plans and programs.

Chapter 2: Community Outreach and Engagement – The community engagement strategy for Phase 2 of Maywood’s CAARP will continue to emphasize educating and informing residents and will build on relationships established throughout Phase 1. This approach includes a combination of online surveying, attending in-person events, phone calls, and virtual meetings via Zoom to provide information and collect input from community members.

Chapter 3: GHG Emissions Inventories and Forecasts – A summary of inventory data and emissions forecasts for 2030, 2040, and 2050, and a trend analysis of all sectors and major sources of GHG emissions, if more than one inventory year is available.

Chapter 4: GHG Target(s) and Reduction Strategies – An explanation of the City’s GHG target(s) along with a summary of the reduction strategies and measures needed to achieve them. Detailed presentation of GHG reduction measures will include performance metrics, community co-benefits, City department responsibility and financial commitment, and implementation details including potential partners and funding sources.

Chapter 5: Climate Change Vulnerabilities and Adaptation Strategies – This chapter will include a summary of the City’s climate change vulnerabilities and priority strategies for climate change adaptation, as well as describe the confluence of climate change and public health/equity, and opportunities, risks and challenges associated with reducing community GHGs and adapting to climate change.

Chapter 6: Implementation and Monitoring – Summary of implementation staffing needs and responsibilities, an implementation timeline including program phasing, potential funding, and financing sources; City’s plan to track and monitor the CAARP’s progress using the GHG Toolkit, including performance indicators and targets for all CAARP measures. This chapter will also include schedules for internal and public reporting, for updating the community and municipal GHG inventories, and for updating the CAARP in future years.

Appendices – Appendices may include but not be limited to: GHG Inventory Reports, technical aspects of the Climate Change and Vulnerability Risk Assessment, methods and models used to calculate emissions reductions; stakeholder engagement reports and memos; and other technical details.

6.2 GHG Reduction Strategy Development

Section 4 (Recommended GHG Emission Reduction Targets and Priority Mitigation Strategies) presents several scenarios for achieving community GHG reduction targets that align with statewide targets that have been established by SB 32, AB 1279, and CARB’s 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan). Those scenarios demonstrate a range of actions that the City can take to reduce emissions, many of which will complement statewide efforts to decarbonize the building and transportation sectors. The analysis in Section 4 presents a set of different scenarios for achieving the 2030 and 2045 targets, with one focused on energy strategies, one focused on transportation strategies, and third representing a balance of energy and transportation strategies. The scenarios illustrate the range of performance objectives that would have to be met under each of the major strategies considered. Phase 2 of CAARP development will include more in-depth analysis of these strategies to determine feasibility of implementation and to develop detailed reduction estimates based on attainment of specific performance objectives:

- Green the electricity supply
- Electrify buildings
- Electrify transportation
- Improve energy efficiency of existing buildings:
- Reduce vehicle miles traveled (VMT)
- Strive for zero waste
- Conserve water
- Local carbon sequestration projects
- Carbon offset projects

6.3 Adaptation Strategy Development

To develop effective adaptation strategies for the Climate Action, Adaptation, and Resilience Plan (CAARP), we recommend the City perform the following additional assessments to better understand its vulnerabilities to climate change hazards:

- Engage the public to identify and prioritize community concerns relating to climate change, climate change impacts, and adaptation priorities. Build opportunities to receive feedback from the public on vulnerabilities, hazard maps, and adaptation strategies.
- Map critical infrastructure, utilities, and assets in relation to hazards to understand their particular vulnerabilities. Conduct a detailed risk analysis, downscaled from regional studies, for local and nearby infrastructure, especially for flooding for a more accurate assessment.
- Map the location of hazardous waste sites in relation to potential flooding and sensitive receptors.
- Develop a local hazard mitigation plan to assess the vulnerability of critical infrastructure to the potential impacts of climate change hazards.
- Develop a more detailed social vulnerability assessment, that looks at populations at risk at the census tract or neighborhood level and provides visual data (maps) or areas in the City where more vulnerable residents live, work, or play. (This would also inform more fully developed adaptation and resilience strategies.)
- Consider a health vulnerability component that looks at the level of vulnerability among the population as it relates to existing health conditions and the risk of increased health impacts.
- Create an index of social vulnerability, mapped by census tract, to show areas of the City that have a higher concentration of populations considered more vulnerable to the impacts of climate change.
- Refine or better define adaptation/resilience strategies for climate change impacts on infrastructure, public health, and critical facilities, including structural and nonstructural measures to address equity, safety, and asset protection.
- Identify more targeted funding sources and potential partnerships for implementing adaptation and resilience strategies.
- Develop a more thorough understanding of the City's Adaptive Capacity regarding each primary climate change hazard.
- Continue regional collaborations with the Gateway Cities COG on energy action planning, resilience hub opportunities, and other initiatives that advance climate action and resilience planning.
- Assess individual sites and buildings to determine vulnerability to the impacts of climate change.

6.4 Potential Funding Opportunities

There are a variety of available and active funding sources that are applicable to the scope of work for Phase 2 of the Maywood CAARP. **Table 7** provides a list of potential funding sources for completing the Maywood CAARP. Programs and funding sources for implementing GHG reduction programs are developing rapidly and may change substantially from year to year. This

includes but is not limited to the various grant programs that fall under the umbrella of California Climate Investments (funded from Cap-and-Trade revenues), and organizations like Southern California Regional Energy Network (SoCalREN) that provide financial assistance for energy efficiency improvements to residents, businesses, and public agencies.

TABLE 7
POTENTIAL FUNDING SOURCES FOR CLIMATE ACTION, ADAPTATION, AND RESILIENCE PLANNING

Source	Description	Hazards
Caltrans Sustainability Planning Grant: Climate Adaptation Planning	Funds for identifying transportation-related climate vulnerabilities through CAPs and other projects related to climate adaptation and transportation infrastructure.	Climate change impacts on transportation infrastructure
OPR Adaptation Planning Grant Program	Funding made available to help fill local, regional, and tribal planning needs especially as they related to responding to climate impacts. Aims to assist communities in implementing plans that build resilience and reduce future risks.	Extreme heat, flooding, wildfires, drought, extreme weather events, and sea level rise
OPR Regional Resilience Planning and Implementation Grant Program	Support for regional projects and plans that improve regional climate resilience.	Wildfires, sea level rise, drought, flood, increasing temperatures, and extreme heat events.
SGC Community Resilience Centers Grant Program	Funding for neighborhood-level resilience centers creating shelters and resources during climate emergencies and providing year-round community strengthening services.	Extreme weather events and disasters
OPR Community Resilience and Heat Grant Program	Program aims to expand projects that mitigate the impact of heat including heat action plans, shade structures, and cooling projects.	Extreme heat, urban heat island
SoCalGas Climate Adaptation and Resiliency Grant	Assists local cities in becoming more resilient to climate hazards, improving climate adaptation, and mitigating the impacts of hazards.	Extreme heat, wildfires, drought, subsidence, sea level rise and flooding
FEMA Building Resilient Infrastructure and Communities (BRIC) Grant	Provides annual grants for hazard mitigation planning and mitigation projects to build community capacity and capability.	Wildfires, drought, hurricanes, earthquakes, extreme heat, and flooding
EPA Climate Pollution Reduction Grant (CPRG)	Provides funding to develop and implement plans to reduce greenhouse gas and other emissions.	Air pollution
SCAG Sustainable Communities Program	Technical assistance program to strengthen partnerships with local agencies to improve transportation and land use decisions	GHG emissions, air pollution, environmental justice
EPA Greenhouse Gas Reduction Fund	Provides private capital for clean energy and climate projects that reduce air pollution	Air pollution
California Natural Resources Agency Urban Greening Grant Program	Funds projects that reduce GHG emissions by sequestering carbon, decreasing energy consumption, and reducing VMT.	Air pollution
California Natural Resources Agency Urban Green Infrastructure Program	Funding for multi-benefit green infrastructure investments in or benefiting disadvantaged communities.	GHG emissions, extreme heat

SECTION 7

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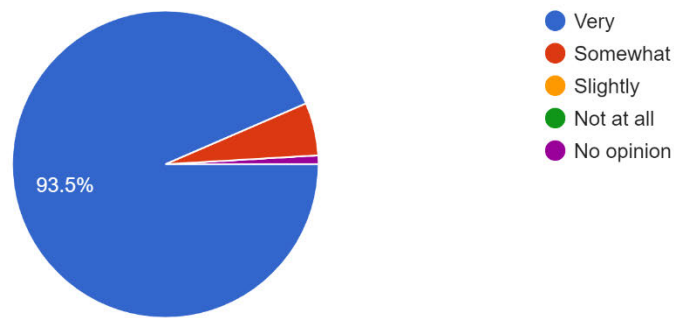
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APPENDIX A

CAARP Survey Results

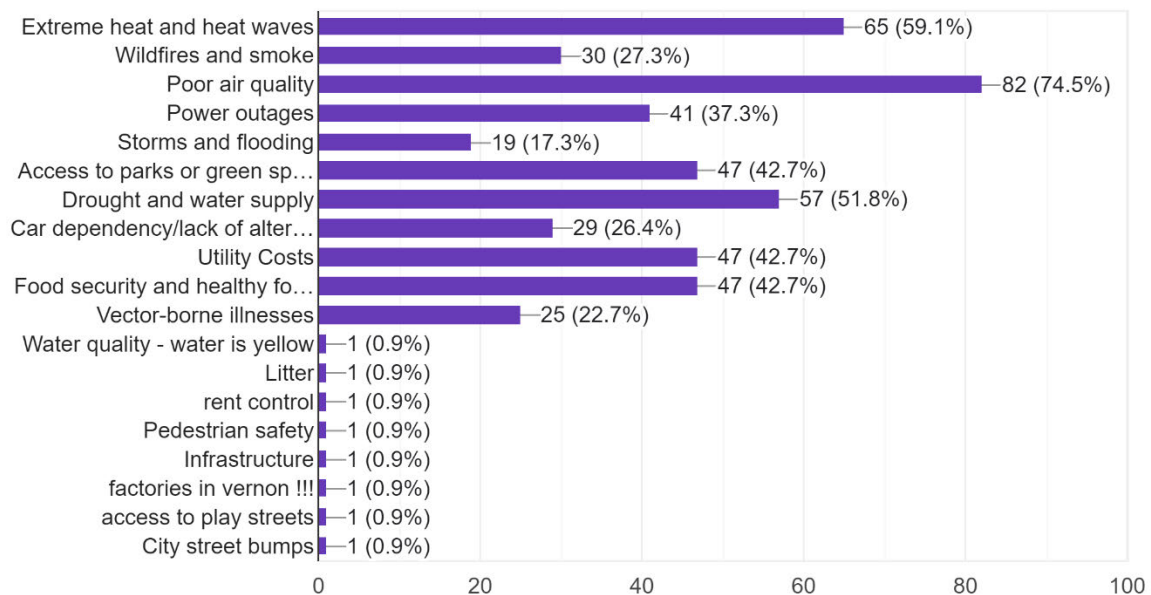
How important is it to you that Maywood is environmentally responsible?

108 responses



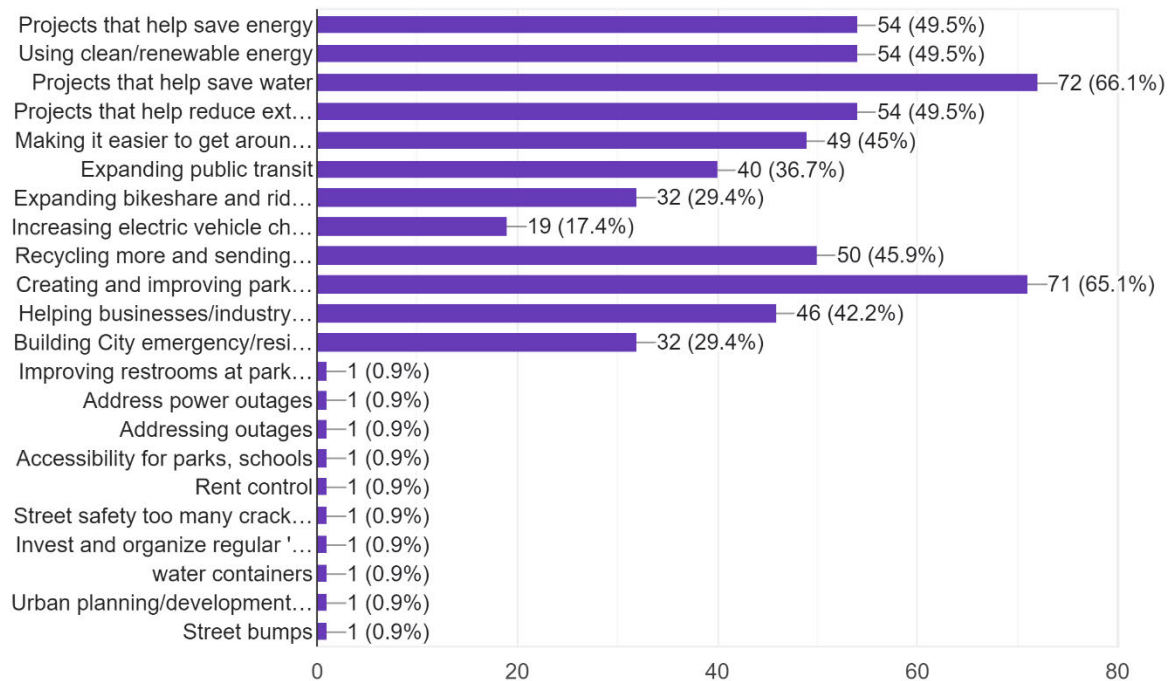
Which issues are you most concerned about?

110 responses



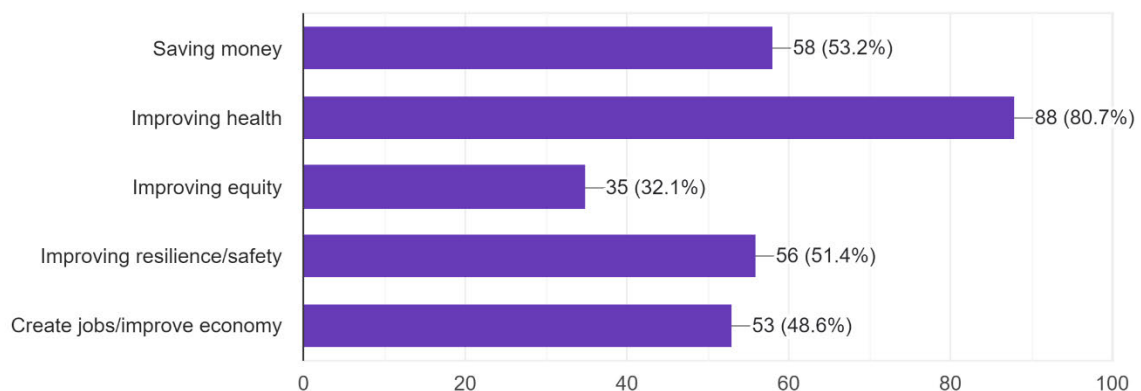
Which projects do you think are important for the City to focus on? (select all that apply)

109 responses



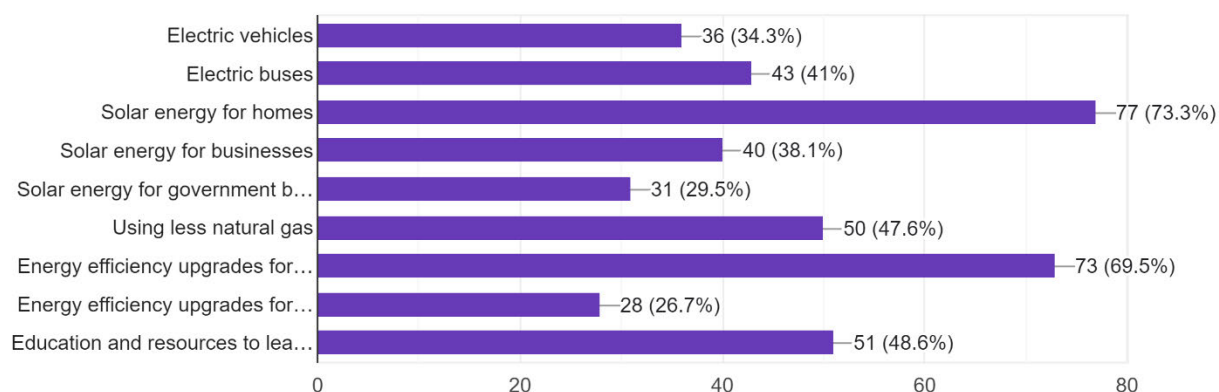
Climate Action has many benefits beyond reducing greenhouse gases. Which of the following are the most important to you? (select top 3)

109 responses



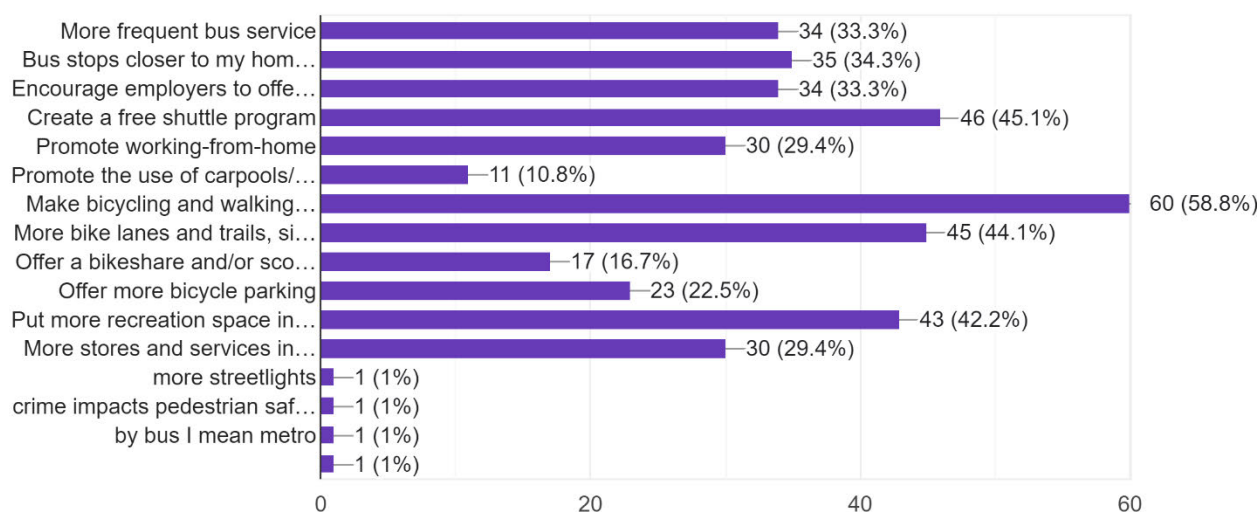
What opportunities related to renewable energy should be prioritized by the City? (select top 5)

105 responses



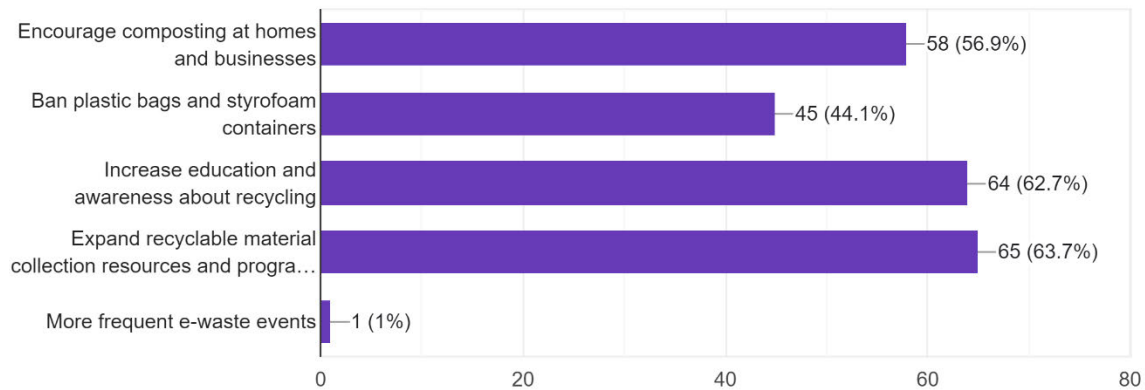
How could the City make it easier for you to get around without your car? (select all that apply)

102 responses



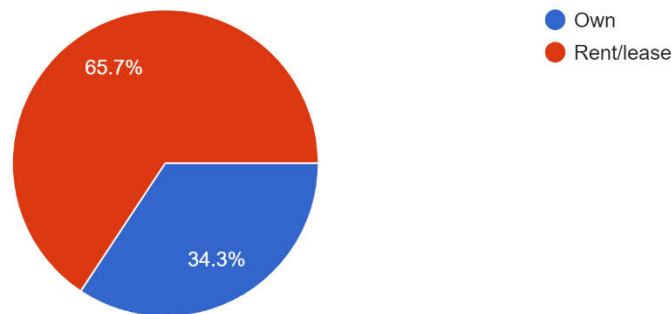
Which of the following strategies should the city focus on to reduce waste? (select all that apply)

102 responses



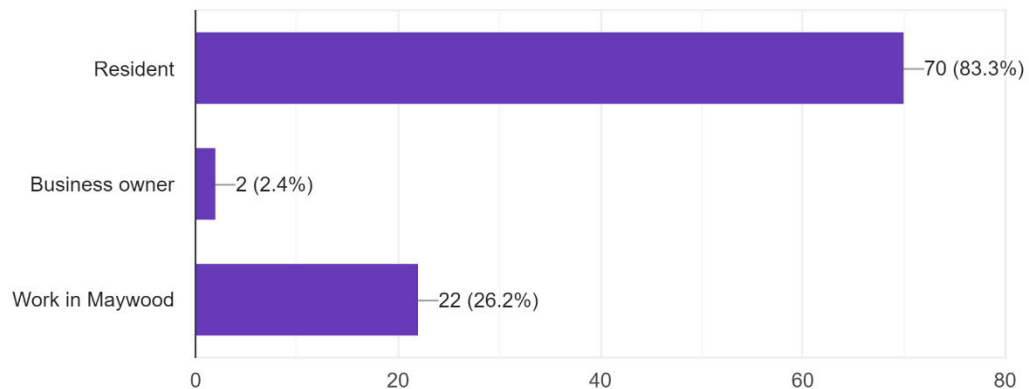
Do you own or rent/lease your home

102 responses



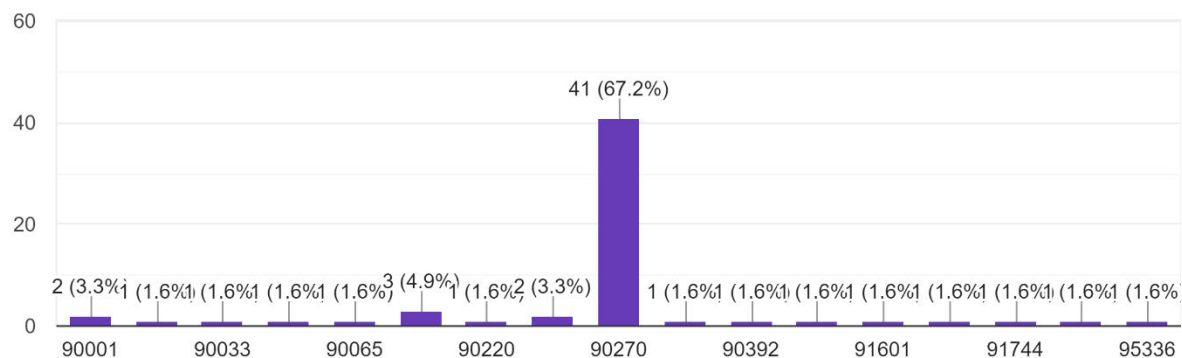
Do you live, work, or own a business in Maywood? (select all that apply)

84 responses



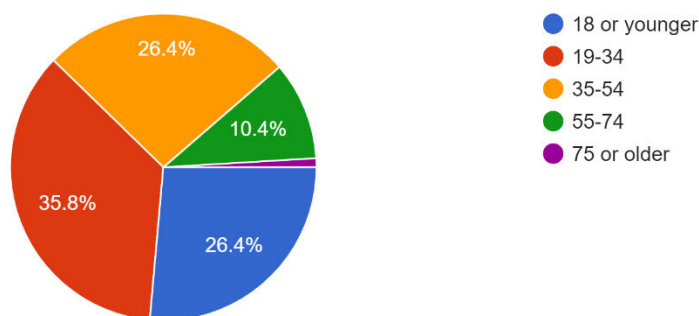
What is your work ZIP code? (if applicable)

61 responses



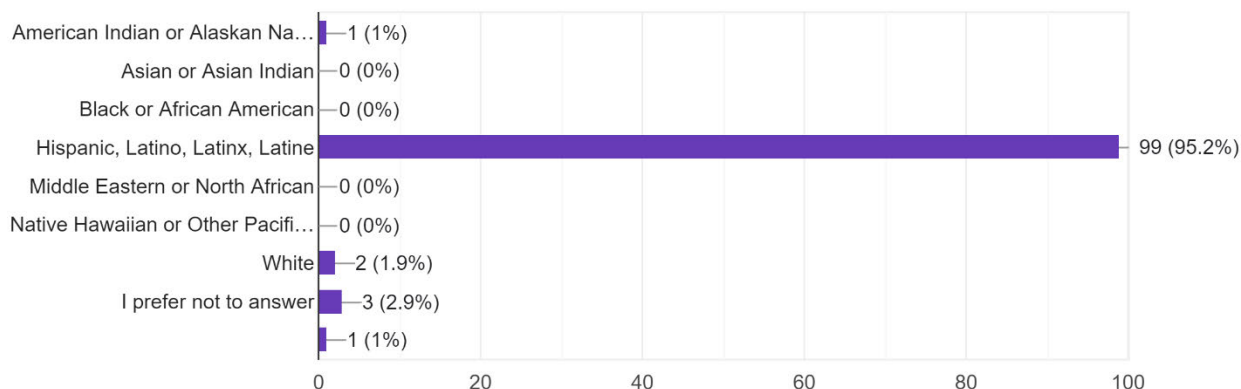
What is your age?

106 responses



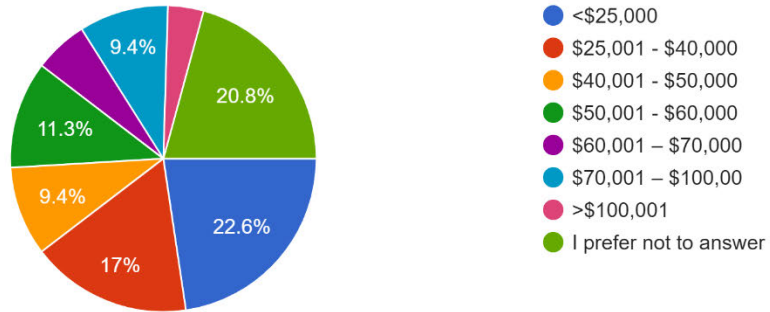
What is your race or ethnicity? (select all that apply)

104 responses



What is your household's annual income?

106 responses



Appendix B
**2023 GHG Inventory
Update Memorandum**



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2023 GHG Inventory Update

date February 10, 2025

to Miguel Leon, City of Maywood

cc Nikita Sinha and Karalee Brown, Institute for Local Government; Jude Miranda, Caltrans

from James Cobb, Tim Witwer, and Jeff Caton, Environmental Science Associates

subject City of Maywood 2023 Greenhouse Gas (GHG) Inventory Update, Trend Analysis, and Emissions Forecasts

Overview

This memorandum summarizes the background greenhouse gas (GHG) assessment that Environmental Science Associates (ESA) has completed in support of the City of Maywood's Climate Action, Adaptation, and Resiliency Plan (CAARP) project. ESA reviewed GHG emissions inventories that have been developed for the City of Maywood (City), including a 2010 community GHG inventory developed as part of the Gateway Cities Council of Governments' (GCCOG) Climate Action Planning Framework (CAP Framework), 2015 community inventory update for the City developed by ESA, and a 2018 community inventory developed as part of the *March 2024 Priority Climate Action Plan: The Los Angeles-Long Beach-Anaheim, CA Metropolitan Statistical Area*. Where possible, the 2023 inventory update aligns with previous inventory methodologies to ensure comparable emissions. In some instances, methodologies were updated to account for more City-specific data received for the 2023 inventory. This report assesses emissions trends and provides forecasts of the City's future emissions based on current growth estimates for population, households, and jobs within the City under business-as-usual (BAU) and adjusted BAU conditions.

Background

The City of Maywood's 2023 community GHG inventory update has been prepared as part of the City's CAARP. The inventory quantifies GHG emissions that occurred throughout the calendar year 2023 from activities within the City by residents, businesses, and the City government. The community inventory provides an understanding of where GHG emissions originate and informs the development and performance tracking of emission reduction strategies and actions to be developed as part of the CAARP. In response to federal- and state-specific goals for reducing GHG emissions, a myriad of strategies for monitoring and addressing emissions have emerged. These have included regulatory approaches such as mandatory reporting for significant sources of GHG emissions and caps on emission levels, as well as market-based mechanisms, such as cap-and-trade. Voluntary climate actions are also increasing, such as conducting emissions inventories, implementing practices to reduce emissions, and purchasing offsets and renewable energy certificates. As federal and state policies regulating GHG emissions continue to emerge, more requirements to reduce emissions are expected.

Given the increasing regulation of GHG emissions and rising interest from the public and community stakeholders, it is in the City’s best interest to understand and manage the GHG emissions being generated by the community. Having knowledge of these GHG emissions better prepares the City for future federal and/or state climate change policies and informs strategies for achieving numerous sustainability goals.

The 2023 GHG emissions inventory provides the following:

- Identifies sources of GHG emissions across the sectors of energy, transportation, off-road equipment, solid waste disposal, water conveyance, wastewater treatment, and short-lived climate pollutants (SLPC) including refrigerants;
- Quantifies levels of emissions in carbon dioxide equivalents (CO₂e), using standard accounting protocols;
- Compares 2023 emissions to 2010 baseline emissions, from which reduction goals and emission targets for the future can be set, and;
- Identifies emission trends that support opportunities and strategies for emissions reduction.

2023 Inventory Results

Table 1 summarizes the City of Maywood’s 2023 Community GHG Inventory. On-road transportation was the prominent contributor in 2023, making up 54 percent of the City’s emissions. Total energy (electricity and natural gas) used by residential buildings was the second largest contributor to the inventory (15.1 percent), followed by the total energy used by non-residential (i.e., commercial, industrial, municipal) buildings (11 percent).

TABLE 1: CITY OF MAYWOOD 2023 GHG EMISSIONS

Sector	Emissions (MTCO ₂ e)	Percent of Total
On-Road Transportation	46,942	54.0%
Residential Electricity	4,255	4.9%
Residential Natural Gas	8,905	10.2%
Non-Residential Electricity	6,282	7.2%
Non-Residential Natural Gas	3,299	3.8%
Off-Road Equipment	5,825	6.7%
Solid Waste	5,322	6.1%
Water	502	0.6%
Wastewater	968	1.1%
Short-Lived Climate Pollutants (SLCP)	4,602	5.3
Total	86,901	100%

Figure 1, below, provides a graphical depiction of each sector’s contribution to the 2023 inventory. **Figure 2** provides additional detail for energy emissions in the City’s 2023 inventory, while **Figure 3** provides additional detail by vehicle class for on-road emissions. On-road emissions were estimated using California Air Resources Board’s (CARB) Emission FACtor model (EMFAC2021) and vehicle miles traveled (VMT) estimates from Fehr & Peers, based on the Southern California Association of Governments (SCAG) 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) travel demand model.

FIGURE 1: 2023 EMISSIONS BY SECTOR

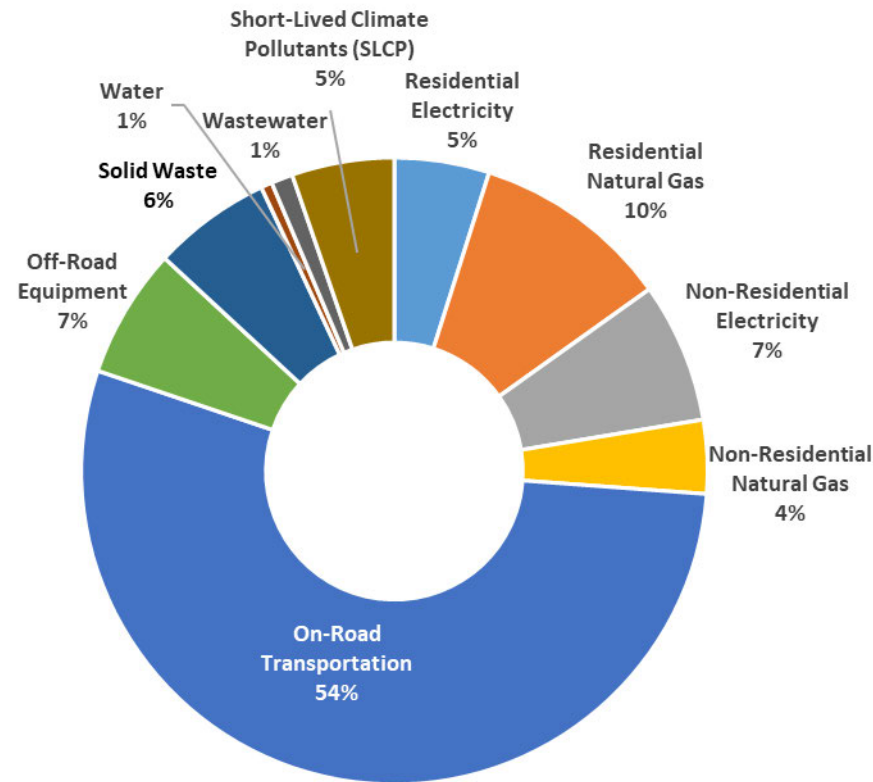


FIGURE 2: ENERGY EMISSIONS BREAKDOWN

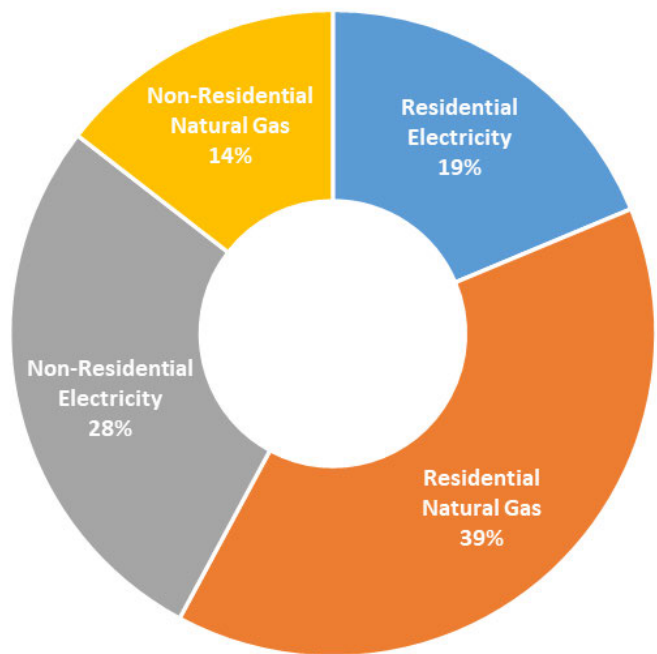
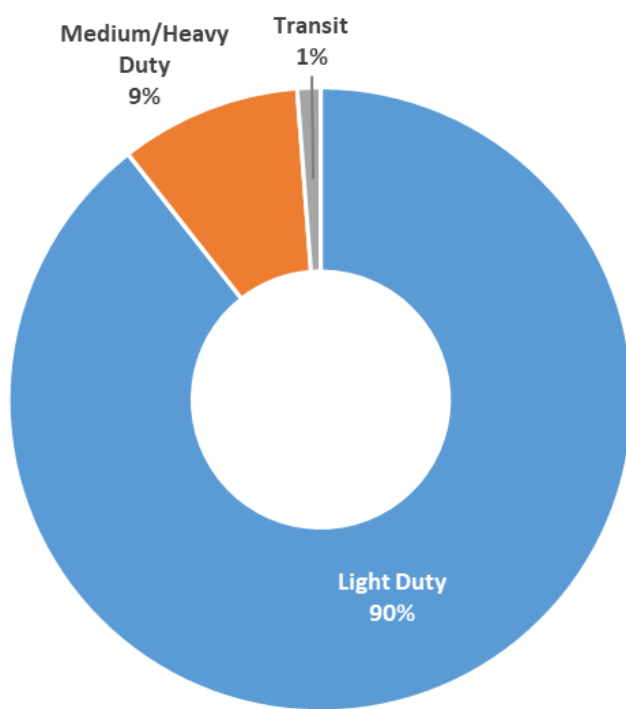


FIGURE 3: ON-ROAD EMISSIONS BY VEHICLE CLASS



Emissions Trends and Forecast

In the calendar year 2023, total emissions generated by community activities in Maywood were 86,901 metric tons of CO₂e (MTCO₂e), compared to 88,721 MTCO₂e in 2010.¹ **Table 2** summarizes the inventory results for the years 2010, 2015, and 2023 and indicates the contribution by sector. **Figure 4** details the changes in community emissions between 2010, 2015 and 2023. The results show that **total emissions in the City decreased by approximately 2.1 percent from 2010 to 2023**. Additional key takeaways include:

- Non-residential energy saw the largest reduction in emissions (28.8 percent) from 2010 to 2023. Non-residential electricity emissions decreased by approximately 3,397 MTCO₂e (35 percent) while non-residential natural gas emissions decreased by approximately 454 MTCO₂e (12 percent).
- Even with increased fuel efficiency of on-road vehicles and cleaner fuels, on-road transportation emissions increased slightly (approximately 2.7 percent from 2010 to 2023). The increase is largely attributable to an increase in vehicle-miles traveled (VMT) in 2023 over 2010. On-road transportation remains the largest contributor to overall emissions at approximately 54 percent, similar to its 51.5 percent contribution in 2010.
- Despite an approximate 24 percent increase in total building (residential and non-residential) electricity use from 2010 to 2023, emissions associated with this electricity use dropped approximately 29 percent due to a cleaner electric grid. Electricity use by buildings remains a significant contributor to overall emissions, at approximately 12.1 percent of the 2023 inventory, compared to 16.8 percent of the 2010 inventory.
- Off-road equipment saw the largest increase in emissions (273 percent) from 2010, totaling approximately 4,265 MTCO₂e. This increase in emissions is largely attributed to higher use of off-road equipment in 2023 estimated by CARB.
- While wastewater emissions account for only 1.1 percent of the 2023 community inventory, emissions from this sector were approximately 22.4 percent lower than in 2010. The reduction is attributed to a cleaner electricity grid.
- Total tonnage of solid waste decreased from 18,267 tons in 2010 to 16,553 tons in 2023, resulting in an approximate 7.1 percent decrease in solid waste emissions.
- Reductions in water emissions are attributed to updated data and methodological changes in calculations compared to 2010. Water use decreased from 6,779 acre-feet (AF) in 2010 to 3,733 AF in 2023. Previous inventories water use was based on 2010 regional water data, while 2023 water use was based on deliveries provided by Tri-City Mutual Water Company² within the City.
- Increased emissions from short-lived climate pollutants (SLCP), which include refrigerants, can be attributed to methodological changes in emissions calculations. 2023 SLCP emissions estimates were

¹ Note that this is a slight revision from the 2010 inventory (88,447 MT CO₂e) developed by the Gateway Cities COG CAP Framework project, reflecting updated modeling, emissions factors, and data sources that are consistent with those used by the 2015 inventory.

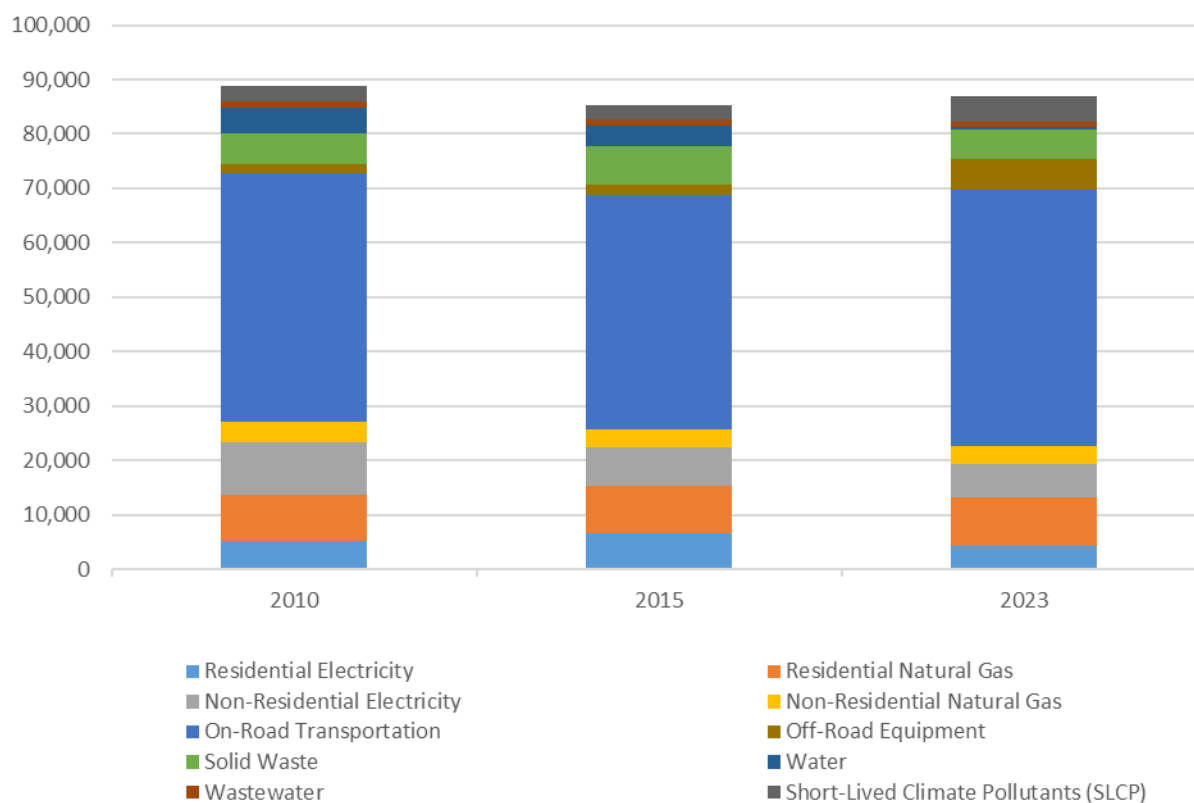
² The City of Maywood is serviced by three water companies; water data for the 2023 inventory was only available from one, Tri-City Mutual Water Company. The data included total water deliveries, customer counts, and energy usage for wells. Community-wide water use for the City was estimated based on population, using the data from Tri-City Mutual Water Company.

based on 2018 SLCP emissions in the *March 2024 Priority Climate Action Plan: The Los Angeles-Long Beach-Anaheim, CA Metropolitan Statistical Area*.

TABLE 2: COMPARISON OF CITY OF MAYWOOD 2010, 2015, AND 2023 GHG EMISSIONS (MTCO₂E)

Sector	2010	% of Total	2015	% of Total	2023	% of Total
On-Road Transportation	45,712	51.5%	43,199	50.6%	46,942	54.0%
Residential Electricity	5,255	5.9%	6,638	7.8%	4,255	4.9%
Residential Natural Gas	8,415	9.5%	8,600	10.1%	8,905	10.2%
Non-Residential Electricity	9,679	10.9%	7,149	8.4%	6,282	7.2%
Non-Residential Natural Gas	3,754	4.2%	3,311	3.9%	3,299	3.8%
Off-Road Equipment	1,560	1.8%	1,790	2.1%	5,825	6.7%
Solid Waste	5,727	6.5%	6,991	8.2%	5,322	6.1%
Water	4,624	5.2%	3,788	4.4%	502	0.6%
Wastewater	1,248	1.4%	1,167	1.4%	968	1.1%
Short-Lived Climate Pollutants (SLCP)	2,749	3.1%	2,749	3.2%	4,602	5.3%
Total	88,721	100%	85,381	100%	86,901	100%

FIGURE 4: COMPARISON OF CITY OF MAYWOOD 2010, 2015, AND 2023 GHG EMISSIONS (MTCO₂E)



Business-As-Usual Forecast

The business-as-usual (BAU) community GHG emissions forecast for the City of Maywood is based on the effect that local growth (population, jobs, and housing) is expected to have on community emissions from 2023 onward in the absence of GHG reduction programs. BAU forecasts are useful in climate action planning because they provide the basis against which GHG reduction programs can be quantified in terms of their ability to reduce emissions at key planning horizons (e.g., the City's General Plan horizon).

Using socioeconomic growth forecasts provided by Fehr & Peers, BAU forecasts were developed for the years 2030 and 2045. As shown in **Table 3** and **Figures 5 and 6**, the BAU forecasts of community GHG emissions are 86,463 MTCO₂e, and 85,707 MTCO₂e, respectively for 2030 and 2045. The results indicate that total emissions under BAU conditions would decrease slightly in 2030 and 2045, as compared to 2010.

TABLE 3: HISTORICAL GHG EMISSIONS AND BAU FORECAST THROUGH 2045 (MTCO₂E)

Sector	2010	2015	2023	2030	2045
On-Road Transportation	45,712	43,199	46,942	46,106	44,314
Residential Electricity	5,255	6,794	4,255	4,318	4,454
Residential Natural Gas	8,415	8,600	8,905	9,039	9,324
Non-Residential Electricity	9,679	7,316	6,282	6,292	6,315
Non-Residential Natural Gas	3,754	3,311	3,299	3,305	3,316
Off-Road Equipment	1,560	1,790	5,825	5,977	6,453
Solid Waste	5,727	6,991	5,322	5,325	5,331
Water	4,624	3,877	502	502	503
Wastewater	1,248	1,167	968	968	969
Short-Lived Climate Pollutants (SLCP)	2,749	2,749	4,602	4,631	4,727
Total	88,721	85,792	86,901	86,463	85,707

It is important to note that the BAU forecast assumes no change to the vehicle efficiency standards, building energy standards (i.e., Title 24, Part 6), and grid electricity emission factors that were in place as of 2023. Beyond 2023, it is projected that vehicles will become more fuel efficient, Title 24 building standards will become more stringent, and grid electricity will become less carbon intensive. Thus, the BAU forecast presented here represents a conservative estimate of future emissions. An adjustment to the BAU forecast that accounts for these factors is presented in the next section.

FIGURE 5: HISTORICAL EMISSIONS AND BAU EMISSIONS FORECAST THROUGH 2045

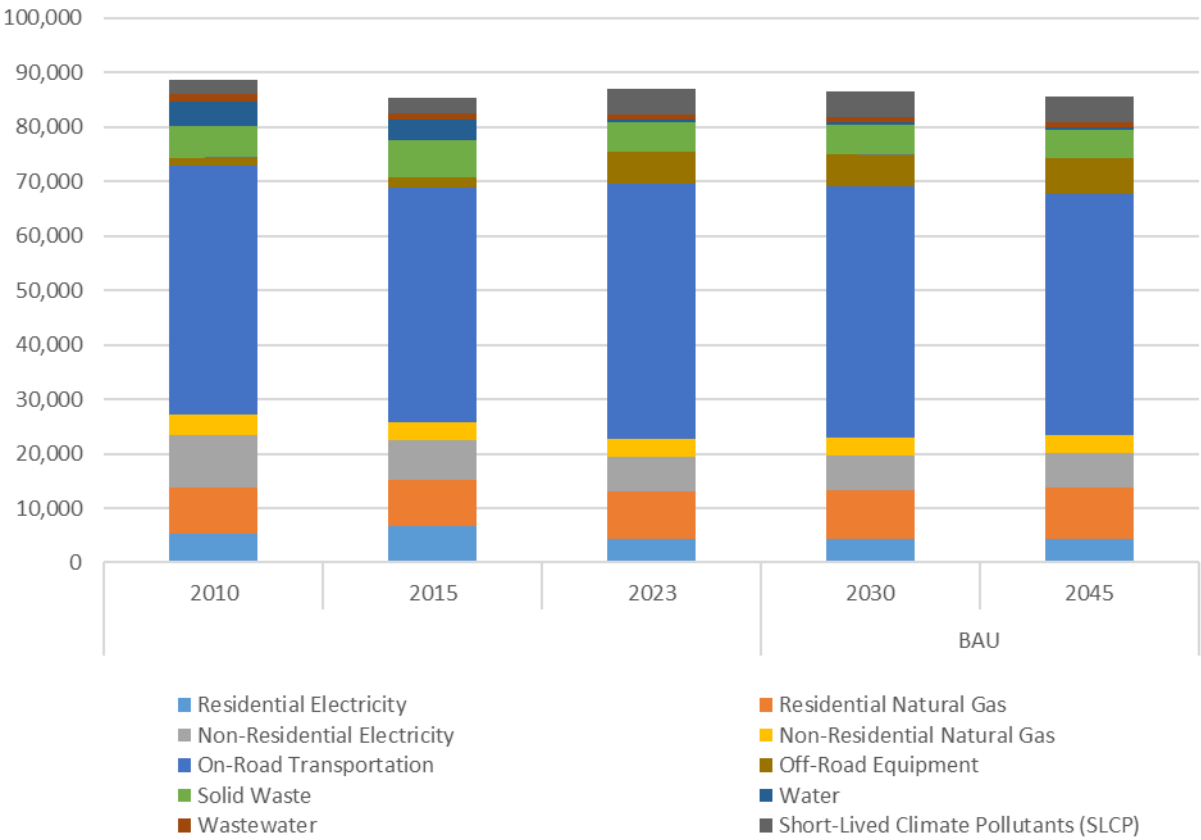
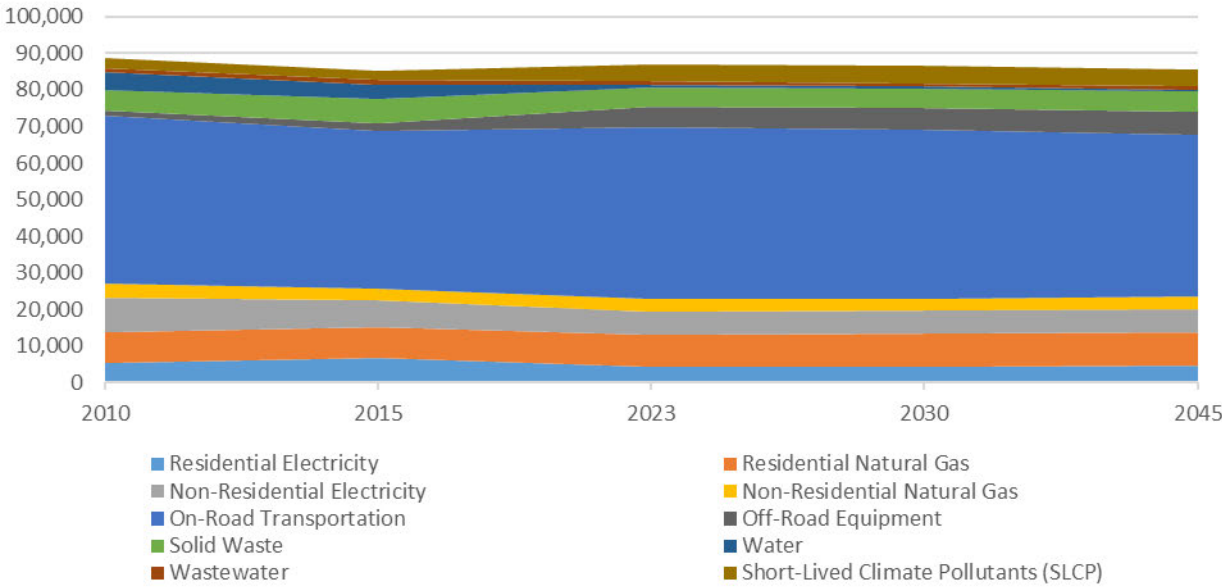


FIGURE 6: HISTORICAL EMISSIONS AND BAU EMISSIONS FORECAST THROUGH 2045



Adjusted Business-As-Usual Forecast

The Adjusted BAU emissions forecast for the City of Maywood accounts for the effects that the following State regulations and adopted policies are expected to have on the community's GHG emissions through the year 2045:

- Renewables Portfolio Standard (RPS) as mandated by Senate Bill (SB) 350 and SB 1020 ³
- The State's Vehicle Efficiency Standards (i.e. Advanced Clean Cars II) for on-road vehicles⁴
- Title 24 Building Energy Efficiency Standards⁵
- Organic waste reduction requirements as mandated by SB 1383⁶

As shown in **Table 4** and **Figure 7**, the Adjusted BAU forecasts of community GHG emissions are 71,044 MTCO₂e for 2030 and 38,289 MTCO₂e for 2045, representing decreases of approximately 19.9 percent below 2010 levels by 2030, and 56.8 percent below 2010 levels by 2045. **Figure 8** shows the BAU and Adjusted BAU forecasts, depicting the significant difference between the two.

TABLE 4: HISTORICAL GHG EMISSIONS AND ADJUSTED BAU FORECAST THROUGH 2045 (MTCO₂E)

Sector	2010	2015	2023	2030	2045
On-Road Transportation	45,712	43,199	46,942	34,968	8,973
Residential Electricity	5,255	6,794	4,255	2,743	0
Residential Natural Gas	8,415	8,600	8,905	8,974	9,020
Non-Residential Electricity	9,679	7,316	6,282	3,977	0
Non-Residential Natural Gas	3,754	3,311	3,299	3,274	3,111
Off-Road Equipment	1,560	1,790	5,825	5,977	6,453
Solid Waste	5,727	6,991	5,322	5,315	5,320
Water	4,624	3,877	502	320	0
Wastewater	1,248	1,167	968	865	684
Short-Lived Climate Pollutants (SLCP)	2,749	2,749	4,602	4,631	4,727
Total	88,721	85,792	86,901	71,044	38,289

³ SB 350 (2016) mandates that a minimum of 60 percent of the State's electricity will come from qualifying renewable sources by the year 2030; SB1020 (2022) increases the mandated renewables target to 90 percent by 2035, 95 percent by 2040, and 100 percent by 2045.

⁴ Advanced Clean Cars II supports the California Governor's Executive Orders calling for all new passenger vehicles sold in 2035 be zero emission as well as requiring increasingly stringent standards for gasoline cars.

⁵ The latest Title 24 standards were applied on January 1, 2023, and are updated every three years.

⁶ SB 1383 requires a 75% Statewide reduction in organic waste by 2025 from 2014 levels.

FIGURE 7: HISTORICAL GHG EMISSIONS AND ADJUSTED BAU FORECAST THROUGH 2045

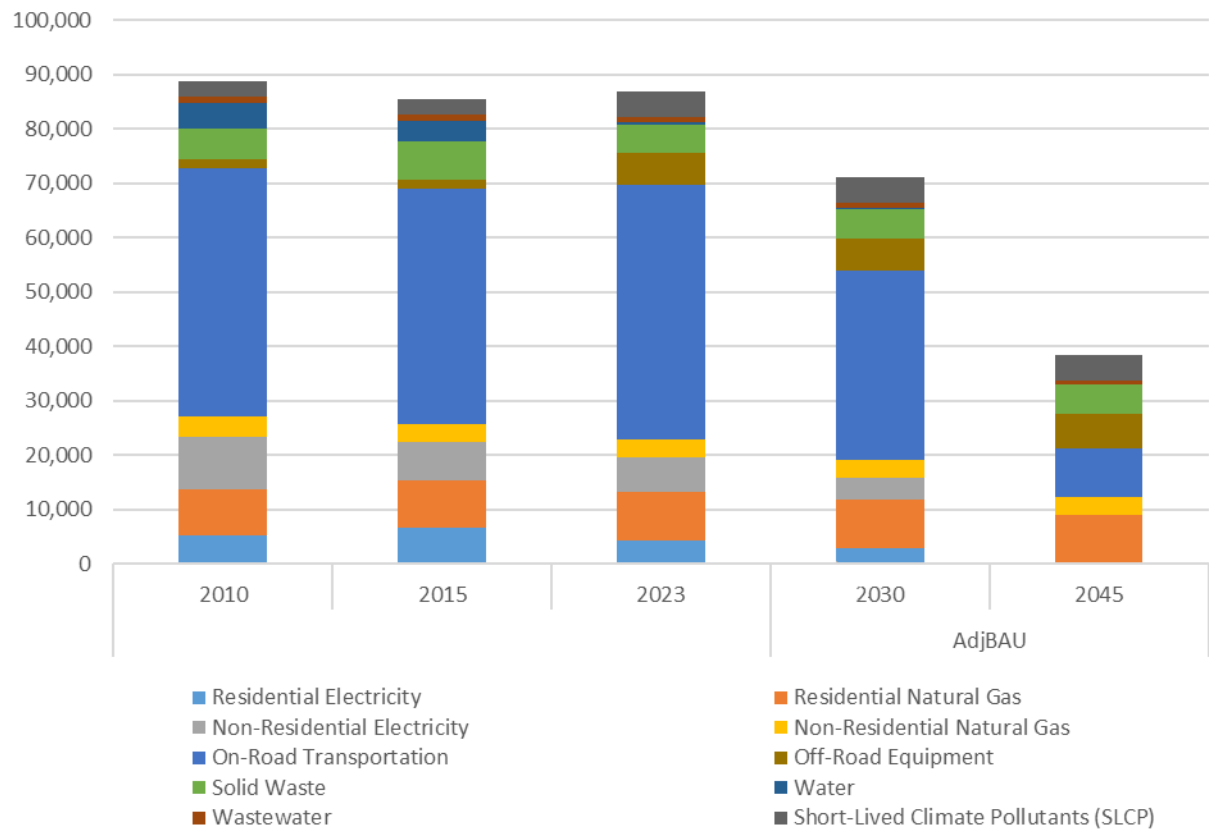
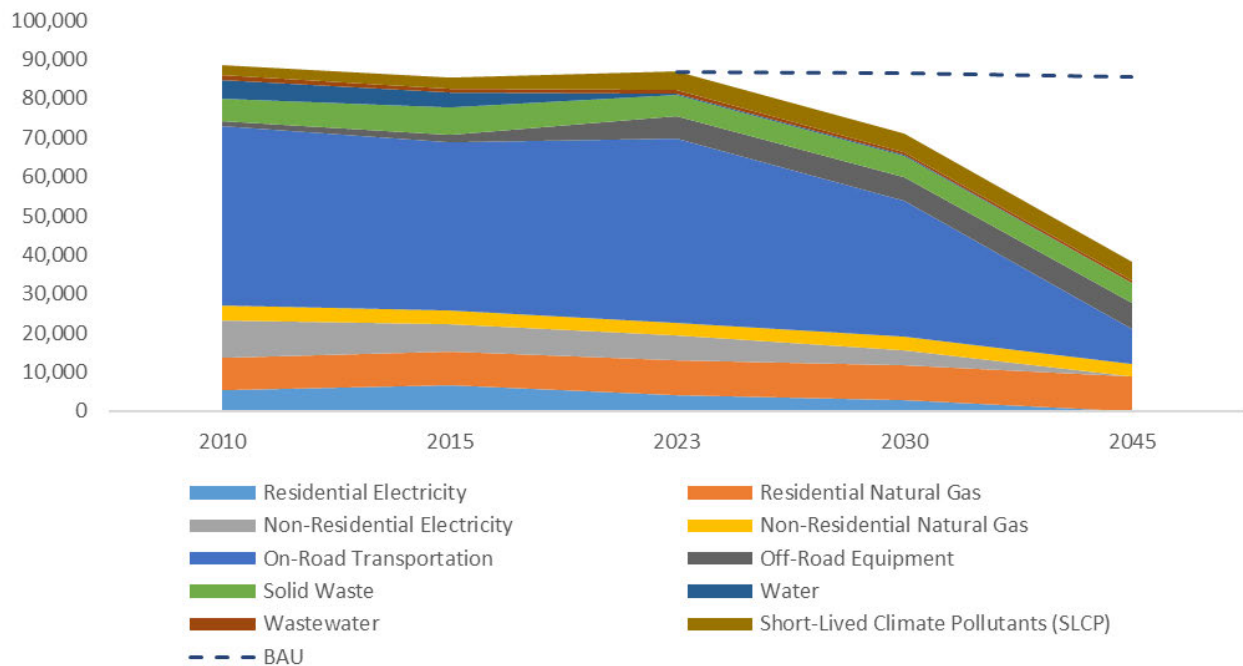


FIGURE 8: HISTORICAL GHG EMISSIONS, BAU FORECAST, AND ADJUSTED BAU FORECAST THROUGH 2045



Appendix C

Native American Consultation

Native American Heritage Commission			
Native American Contact List			
County	Tribe Name	Contact Person	Contact Address
Los Angeles County	Gabrieleno/Tongva San Gabriel Band of Mission Indians	Anthony Morales, Chairperson	P.O. Box 693 San Gabriel, CA, 91778
	Gabrieleno Band of Mission Indians - Kizh Nation	Andrew Salas, Chairperson	P.O. Box 393 Covina, CA, 91723
	Gabrielino-Tongva Tribe	Charles Alvarez, Chairperson	23454 Vanowen Street West Hills, CA, 91307
	Gabrielino Tongva Indians of California Tribal Council	Christina Conley, Cultural Resource Administrator	P.O. Box 941078 Simi Valley, CA, 93094
	Gabrieleno Band of Mission Indians - Kizh Nation	Christina Swindall Martinez, Secretary	P.O. Box 393 Covina, CA, 91723
	Soboba Band of Luiseno Indians	Jessica Valdez, Cultural Resource Specialist	P.O. Box 487 San Jacinto, CA, 92581
	Soboba Band of Luiseno Indians	Joseph Ontiveros, Tribal Historic Preservation Officer	P.O. Box 487 San Jacinto, CA, 92581
	Santa Rosa Band of Cahuilla Indians	Lovina Redner, Tribal Chair	P.O. Box 391820 Anza, CA, 92539
	Gabrielino Tongva Indians of California Tribal Council	Robert Dorame, Chairperson	P.O. Box 490 Bellflower, CA, 90707
	Gabrielino-Tongva Tribe	Sam Dunlap, Cultural Resource Director	P.O. Box 3919 Seal Beach, CA, 90740
	Gabrielino /Tongva Nation	Sandonne Goad, Chairperson	106 1/2 Judge John Aiso St., #231 Los Angeles, CA, 90012

November 21, 2025

Project/File: Climate Action, Adaptation, and Resilience Plan CEQA

Anthony Morales, Chairman
Gabrieleno/Tongva San Gabriel Band of Mission Indians
P.O. Box 693
San Gabriel, CA, 91778

Subject: AB 52 Notification, Climate Action, Adaptation, and Resilience Plan, City of Maywood, Los Angeles County Dear Chairman Morales:

Pursuant to California Assembly Bill (AB) 52, the City of Maywood (City) is providing you with notification of the intent to undertake the City of Maywood Climate Action, Adaptation, and Resilience Plan (CAARP) (Project). Under California State law, the project is subject to the California Environmental Quality Act (CEQA) and the City is preparing a Draft Initial Study and Mitigated Negative Declaration (IS/MND) for the Project in accordance with CEQA (Public Resources Code section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, title 14, section 15000 et seq.). The Draft IS/MND will evaluate the potential environmental impacts of adopting and implementing the CAARP and will evaluate if the proposed Project would have no impacts or less than significant impacts, either with or without mitigation, and if further environmental review is required. The Project requires City Council approval of the CAARP and adoption of the IS/MND. The City is the lead agency for the Project under the California Environmental Quality Act (CEQA).

The Project is a citywide plan that provides a comprehensive framework to guide greenhouse gas reductions and climate adaptation strategies for the City of Maywood. The Project aligns local actions with statewide climate targets established under AB 32, the AB 32 Scoping Plan, SB 32, and AB 1279. The CAARP would serve as the first climate action and resilience plan for the City and will include measures that address transportation, building energy, solid waste, water supply, wastewater treatment, short lived climate pollutants, off road equipment, and municipal operations. The CAARP would guide how the City funds and prioritizes related projects and programs and would be implemented, monitored, and adjusted over time to help achieve near term and long term GHG reduction targets that are aligned with statewide targets for 2035 and 2045. The Project also identifies strategies to prepare for climate hazards such as extreme heat, air pollution, drought, and stormwater flooding.

The City is providing you this formal notification of the Project pursuant to Assembly Bill 52 and Public Resources Code section 21080.3.1. The input of your tribe is important to the City's planning process. If you are interested in consulting with the City on the Project's potential to impact tribal cultural resources, we respectfully request a written response within 30 days from the receipt of this letter if you wish to consult on the project. The City recognizes the importance of confidentiality for information provided by Tribes regarding the location, nature, and use of tribal cultural resources and will treat such information with confidentiality, consistent with Public Resources Code section 21082.3, subdivision (c).

Please mail or email your written request for consultation to:

November 21, 2025

City of Maywood
Attn: Miguel Leon, Contact Person
4319 Slauson Avenue
Maywood, California 90270
Phone: (323) 562 5714
Email: miguel.leon@cityofmaywood.org

Thank you for your assistance with our efforts to address tribal cultural resources that may be affected by the proposed project.

Sincerely,

Miguel Leon
Assist. To The City Manager
City of Maywood

Appendix D

Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program

This Mitigation Monitoring and Reporting Program (MMRP), which is provided in **Table 1**, *Mitigation Monitoring and Reporting Program*, below, has been prepared pursuant to Public Resources Code (PRC) Section 21081.6 and CEQA Guidelines Section 15097 (Title 14 of the California Code of Regulations), which require adoption of an MMRP for projects where the Lead Agency has adopted mitigation to avoid significant environmental effects. The City of Maywood (City) is the Lead Agency for the City of Maywood Climate Action, Adaptation, and Resilience Plan Project (Project). The decision-makers must define specific reporting and/or monitoring requirements to be enforced during Project implementation prior to final approval of the Project. The primary purpose of the MMRP is to ensure that the mitigation measures identified in the Initial Study/Mitigated Negative Declaration (designated by the respective environmental issue within Chapter III, *Environmental Checklist*, of the Initial Study/Mitigated Negative Declaration) are implemented, thereby minimizing identified environmental effects.

Final clearance shall require all applicable verification as indicated in Table 1 below. The project mitigation measures are identified by the impact category and numbered to correspond with the Initial Study/Mitigated Negative Declaration.

**TABLE D-1
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures (MM's)	Implementing Action, Condition, or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
Cultural Resources				
Mitigation Measure CR-1: Future Study – Historical Resources. New projects under the plan that could have a potential direct or indirect impact to historic and archaeological resources, and are within or adjacent to (within 100 feet of) structures that are more than 45 years old, or have been recorded as historic resources. The City shall retain a qualified architectural historian, defined as meeting the Secretary of the Interior's Professional Qualification Standards for architectural history. The architectural historian will conduct a historic resources assessment including: a records search, at the Eastern Information Center; a review of pertinent archives and sources; a pedestrian field survey; updates or full recodation of all identified historic resources on California Department of Parks and Recreation 523 forms; and preparation of a technical memo documenting the methods and results of the assessment. All identified historic resources shall be assessed for the project's potential to result in direct and/or indirect effects to those resources and any historic resource that may be affected shall be evaluated for its potential significance (i.e., listing in the CRHR) prior to the City's approval of project plans and publication of subsequent CEQA documents. The qualified architectural historian shall provide recommendations regarding avoidance or minimizing impacts, or treatment for historical resources (i.e., resources found eligible for listing in the CRHR) that will be affected by the project. The District shall retain a Qualified Archaeologist under the Secretary of the Interior Standards to carry out all mitigation related to archaeological resources as required for each project. Prior to the start of ground-disturbing activities, the Qualified Archaeologist or their designee shall conduct construction worker archaeological resources sensitivity training for all construction personnel. Construction personnel shall be informed on how to identify the types of prehistoric and historic archaeological resources that may be encountered, the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources, and safety precautions to be taken when working with archaeological monitors. The District shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance. In addition, a cultural resource impact mitigation program (CRIMP) shall be filed with the City prior to site grading. The CRIMP shall specify the steps to be taken to mitigate impacts to cultural resources and shall include all of the Master Plan projects and be amended if necessary at a project level basis.	Retain a Qualified Architectural Historian and a Qualified Archaeologist. Conduct HRA, records search, pedestrian survey, and prepare DPR 523 forms and a technical memo. Prepare and file a Cultural Resource Impact Mitigation Project (CRIMP) with the City. Conduct worker sensitivity training for all construction personnel.	Review and approval of the HRA technical memo and DPR 523 forms. Proof of CRIMP filing with the City. Sign-in sheets and training materials for construction personnel.	Assessment; Prior to approval of project plans and publication of CEQA documents. CRIMP; Prior to site grading. Training; Prior to any ground-disturbing activities.	Lead Agency/ Qualified Architectural Historian/ Qualified Archaeologist/ Construction Contractor

TABLE D-1
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures (MM's)	Implementing Action, Condition, or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
Mitigation Measure CR-2: Inadvertent Discovery of Human Remains. If human skeletal remains are uncovered during ground disturbance the City shall immediately halt work, contact the Los Angeles County coroner to determine whether the remains are human, and follow the procedures and protocols set forth in Section 15064.5 (e)(1) of the CEQA Guidelines. If the County Coroner determines that the remains are Native American, they shall contact the Native American Heritage Commission (NAHC), in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code Section (PRC) 5097.98 (as amended by AB 2641). The NAHC shall then identify the person(s) thought to be the Most Likely Descendant (MLD) of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains. Per PRC 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 are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this section (PRC 5097.98), with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.	Mandatory cessation of all ground-disturbing activities within the vicinity of the find (typically 50-100 ft buffer). Immediate contact with the LA County Coroner. Adherence to Health and Safety Code Section 7050.5 and PRC Section 5097.98 regarding NAHC and MLD consultation. Landowner must secure the site from further damage until MLD recommendations are implemented.	Review of construction logs documenting the halt of work and site protection measures. Verification of correspondence/calls to the County Coroner and NAHC. Documentation of meetings/recommendations between the landowner and the MLD.	During construction (immediately upon discovery) until the Coroner/MLD provides clearance to resume work	Construction Contractor/ Lead Agency/ Landowner/ LA County Coroner/ NAHC/ MLD
Geology and Soils- Paleontological Resources				
Mitigation Measure PR-1: Future Study – Paleontological Resources. New projects under the plan that could have a potential direct impact to paleontological resources and are within sensitive geological formations, and that require ground disturbance that could impact paleontological resources. The City shall retain a qualified paleontologist under the specifications of the Society of Vertebrate Paleontology (SVP). The paleontologist will request a records search from the Los Angeles County Museum of Natural History; conduct a review of pertinent geological maps and literature; and prepare a technical memo documenting the methods and results of the assessment. All identified sensitive formations shall be assessed for the project's potential to result in direct effects to those resources prior to the City's approval of project plans and publication of subsequent CEQA documents. The qualified paleontologist shall provide recommendations regarding avoidance or minimizing impacts, or treatment for significant paleontological resources.	Retain a paleontologist meeting Society of Vertebrate (SVP) standards. Perform a records search (LA County Museum) and review geological maps. Identify sensitive formations and prepare a Technical Memo with avoidance or treatment recommendations.	Review of consultant's CV for SVP compliance. Submission and City approval of the final Paleontological Assessment/Technical Memo. Verification that memo findings are included in subsequent CEQA documentation.	Prior to approval of project plans; publication of subsequent CEQA documents.	Lead Agency/ Qualified Paleontologist/ City Planning Department

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