

Appendix A

Public Notices



NOTICE OF AVAILABILITY

RECIRCULATED DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES COUNTY 2045 CLIMATE ACTION PLAN

PROJECT TITLE: Los Angeles County 2045 Climate Action Plan

PROJECT LOCATION: Unincorporated areas of Los Angeles County

The Los Angeles County Department of Regional Planning (County), acting as the lead agency pursuant to the California Environmental Quality Act (CEQA), completed a Draft Program Environmental Impact Report (PEIR) for the Los Angeles County 2045 Climate Action Plan (2045 CAP) in May 2022. After the July 2022 conclusion of the comment period for the Draft PEIR, the County elected to revise the Draft 2045 CAP in response to public and other input received, and to transition the 2045 CAP's aspirational goal of carbon neutrality by 2045 into a target consistent with new legislation, Assembly Bill (AB) 1279, which was enacted in September 2022 after the close of the Draft PEIR comment period. The County prepared a Recirculated Draft PEIR, which analyzes changes in the project made after the issuance of the Draft PEIR and which wholly replaces the Draft PEIR that was issued in May 2022.

The County has prepared this Notice of Availability (NOA) to consult with and request comments from responsible agencies, trustee agencies, and other interested parties regarding the environmental analyses presented in the Recirculated Draft PEIR.

PROJECT LOCATION

Unincorporated areas of Los Angeles County.

PROJECT SUMMARY

The Draft 2045 CAP (Project) is the County's plan towards meeting greenhouse gas (GHG) emissions reduction targets for unincorporated Los Angeles County by the years of 2030, 2035, and 2045. It was developed with the goals of implementing the GHG emissions reduction policies of the General Plan Air Quality Element and ensuring that the County contributes its fair share to statewide GHG emissions reductions.

With these goals in mind, the objectives of the Draft 2045 CAP are as follows:

- (1) Identify detailed programs, actions, and performance goals to achieve the climate action policies of the General Plan.
- (2) Identify GHG emissions reduction targets tailored to the unincorporated County that closely align with state and County climate goals.
- (3) Provide a road map for reducing GHG emissions to achieve the County's GHG emissions reduction targets.

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- (4) Encourage sustainable housing production at all levels of affordability, including increasing housing densities near transit to the extent allowed in the General Plan.
- (5) Demonstrate a level of GHG emissions below which the County would have less than cumulatively considerable GHG impacts for future environmental review projects and provide CEQA streamlining for development projects (serve as a “qualified CAP”) via the 2045 CAP Consistency Review Checklist.

The Draft 2045 CAP includes the following:

- A greenhouse gas (GHG) emissions inventory for 2018.
- Emissions forecasts for 2030, 2035, and 2045.
- GHG emissions targets for 2030, 2035, and 2045.
- A long-term aspirational goal for carbon neutrality by 2045.
- A suite of GHG emissions reduction strategies, measures, and actions to reduce GHG emissions from major sectors.
- A technical modeling appendix to explain the Draft 2045 CAP’s GHG emissions reduction estimates.
- A consideration of environmental justice and equity concerns.
- Implementation and monitoring measures to ensure successful climate action.
- A new development review consistency checklist to allow future projects to streamline GHG emissions analyses pursuant to the California Environmental Quality Act (CEQA) as anticipated by CEQA Guidelines Section 15183.5 by using the 2045 CAP.

Approval of the Draft 2045 CAP would require an amendment to the General Plan to replace the *Unincorporated Los Angeles County Community Climate Action Plan 2020* (2020 CCAP), an implementing component of the General Plan’s Air Quality Element.

LIST OF SIGNIFICANT ENVIRONMENTAL EFFECTS ANTICIPATED AS A RESULT OF THE PROJECT

No changes to General Plan land use designations, zoning, or specific development projects are proposed as part of the Draft 2045 CAP. However, projects facilitated by Draft 2045 CAP measures and actions would have the following significant impacts:

- **Aesthetics:** The Project, as a result of projects facilitated by Draft 2045 CAP measures and actions would: have a substantial adverse effect on a scenic vista; be visible from or obstruct views from a regional riding, hiking, or multiuse trail; substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features and/or conflict with applicable zoning and other regulations governing scenic quality; and create a new source of substantial shadows, light, or glare, which would adversely affect day or nighttime views in the area. The Project would also cause significant cumulative impacts to aesthetics resources.

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- **Agriculture and Forestry:** The Project, as a result of projects facilitated by Draft 2045 CAP measures and actions, would: convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use; conflict with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract; and involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use. The Project would also cause significant cumulative impacts to agriculture and forestry resources.
- **Air Quality:** The Project, as a result of projects facilitated by Draft 2045 CAP measures and actions, would: conflict with or obstruct implementation of the applicable air quality plan; result in a cumulatively considerable net increase of a criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard; expose sensitive receptors to substantial pollutant concentrations for localized air pollutants and TAC emissions; and contribute to a significant cumulative impact to air quality associated with toxic air contaminant emissions.
- **Biological Resources:** The Project, as a result of projects facilitated by Draft 2045 CAP measures and actions, would: have a substantial adverse indirect impact (i.e., through habitat modifications) on one or more species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS; have a substantial adverse impact on sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS; have a substantial adverse impact on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means; and interfere substantially with the movement of 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; and convert oak woodlands or other unique native woodlands. The Project would also cause significant cumulative impacts to biological resources.
- **Cultural Resources:** The Project, as a result of projects facilitated by Draft 2045 CAP measures and actions, would: cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5; cause a substantial adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines Section 15064.5; directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; and disturb any human remains, including those interred outside of dedicated cemeteries. The Project would also cause significant cumulative impacts to cultural resources.
- **Hazards and Hazardous Materials:** The Project, as a result of projects facilitated by Draft 2045 CAP measures and actions, would: create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment; emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of sensitive land uses; and impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. The Project would also cause significant cumulative impacts to hazards and hazardous materials resources.
- **Hydrology and Water Quality:** The Project, as a result of projects facilitated by Draft 2045 CAP measures and actions, would, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project

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inundation. The Project would also cause significant cumulative impacts to hydrology and water quality resources.

- **Noise:** The Project, as a result of projects facilitated by Draft 2045 CAP measures and actions, would: generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; and generate excessive groundborne vibration or groundborne noise levels. The Project would also cause significant cumulative impacts on noise.
- **Transportation:** The Project, as a result of projects facilitated by Draft 2045 CAP measures and actions, would: conflict with an applicable program plan, ordinance or policy addressing the circulation system; and substantially increase hazards due to a road design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The Project would also cause significant cumulative impacts to transportation resources.
- **Tribal Cultural Resources:** The Project, as a result of projects facilitated by Draft 2045 CAP measures and actions, would: cause a substantial adverse change in the significance of a tribal cultural resource, or of a resource determined by the County, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1(c). The Project would also cause significant cumulative impacts to tribal cultural resources.
- **Utilities and Service Systems:** The Project, as a result of projects facilitated by Draft 2045 CAP measures and actions, would: require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects; and result in a determination by the wastewater treatment provider which serves or may serve the Project that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments. The Project would also cause significant cumulative impacts to utilities and service systems.
- **Wildfire:** The Project, as a result of projects facilitated by Draft 2045 CAP measures and actions, would: substantially impair an adopted emergency response plan or emergency evacuation plan; 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; and expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. The Project would also cause significant cumulative wildfire impacts.

HAZARDOUS MATERIALS RELEASE SITES

Various sites in unincorporated Los Angeles County are identified on lists enumerated under Section 65962.5 of the Government Code, including known contamination sites identified in the EnviroStor database that need further investigation (i.e., 149 school investigation and school cleanup sites, 165 state response sites, 18 federal Superfund sites, and 370 voluntary cleanup sites) and hazardous materials sites identified in the GeoTracker database as having the potential to affect groundwater quality (i.e., 7,528 leaking underground storage tank sites).

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PUBLIC REVIEW PERIOD

In accordance with Section 15105 of the State CEQA Guidelines, the County has scheduled a 45-day public review period for the Recirculated Draft PEIR. **The formal public review will start on March 30, 2023, and end on May 15, 2023.**

PUBLIC COMMENTS

The Recirculated Draft PEIR wholly replaces the Draft PEIR that was issued in May 2022. **Public comments on the May 2022 Draft PEIR will not be responded to in the Final PEIR. New public comments are requested on the Recirculated Draft PEIR, and only these will be responded to in the Final PEIR.** Please submit written comments on the Recirculated Draft PEIR no later than 5:00 p.m. on May 15, 2023.

Please send by mail to the following address:

Los Angeles County Department of Regional Planning
Attn: Thuy Hua
320 W. Temple Street, 13th Floor
Los Angeles, CA 90012

For email submittal of your comment letter, send to: climate@planning.lacounty.gov

All written comment letters/emails regarding the Recirculated Draft PEIR will be included in an appendix in the Final EIR and responded to in the Response to Comments section of the final document.

AVAILABILITY OF MATERIALS

A digital copy of the Recirculated Draft PEIR is available on the project website at <https://planning.lacounty.gov/long-range-planning/climate-action-plan/documents/>. A printed copy of the Recirculated Draft PEIR is available for public review by appointment during normal business hours at the Los Angeles County Department of Regional Planning's headquarter office (320 W. Temple Street, Los Angeles, CA 90012) starting March 30, 2023.

To ensure additional public access to the Recirculated Draft PEIR, printed copies of the document (with electronic copies of all appendices) are available for review during normal hours starting March 30, 2023 at the following County libraries:

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- AC Bilbrew Library
150 E El Segundo Blvd
Los Angeles, CA 90061
- Acton Agua Dulce Library
33792 Crown Valley Rd
Acton, CA 93510
- Charter Oak Library
20540 E Arrow Highway Suite K
Covina, CA 91724
- East Los Angeles Library
4837 E 3rd St
Los Angeles, CA 90022
- Hacienda Heights Library
16010 La Monde St
Hacienda Heights, CA 91745
- La Crescenta Library
2809 Foothill Blvd
La Crescenta, CA 91214
- Stevenson Ranch Library
25950 The Old Road
Stevenson Ranch, CA 91381
- Topanga Library
122 N Topanga Canyon Blvd
Topanga, CA 90290

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2021120568

Project Title: 2045 Los Angeles County Climate Action Plan

Lead Agency: Los Angeles County Department of Regional Planning

Contact Person: Thuy Hua

Mailing Address: 320 W. Temple Street 13th Floor

Phone: 213-974-6461

City: Los Angeles

Zip: 90012

County: Los Angeles

Project Location: County: Los Angeles

City/Nearest Community: Unincorporated Countywide

Cross Streets: N/A

Zip Code: N/A

Longitude/Latitude (degrees, minutes and seconds): N/A ° N/A ' N/A " N / N/A ° N/A ' N/A " W Total Acres: N/A

Assessor's Parcel No.: N/A

Section: N/A

Twp.: N/A

Range: N/A

Base: N/A

Within 2 Miles: State Hwy #: N/A

Waterways: N/A

Airports: N/A

Railways: N/A

Schools: N/A

Document Type:CEQA: ☐ NOP☒ Draft EIRNEPA: ☐ NOIOther: ☐ Joint Document☐ Early Cons☐ Supplement/Subsequent EIR☐ EA☐ Final Document☐ Neg Dec

(Prior SCH No.) _____

☐ Draft EIS☐ Other: _____☐ Mit Neg Dec

Other: Recirculated Draft EIR

☐ FONSI**Local Action Type:**☐ General Plan Update☐ Specific Plan☐ Rezone☐ Annexation☒ General Plan Amendment☐ Master Plan☐ Prezone☐ Redevelopment☒ General Plan Element☐ Planned Unit Development☐ Use Permit☐ Coastal Permit☐ Community Plan☐ Site Plan☐ Land Division (Subdivision, etc.)☐ Other: _____**Development Type:**☐ Residential: Units _____ Acres _____☐ Office: Sq.ft. _____ Acres _____ Employees _____☐ Transportation: Type _____☐ Commercial: Sq.ft. _____ Acres _____ Employees _____☐ Mining: Mineral _____☐ Industrial: Sq.ft. _____ Acres _____ Employees _____☐ Power: Type _____ MW _____☐ Educational: _____☐ Waste Treatment: Type _____ MGD _____☐ Recreational: _____☐ Hazardous Waste: Type _____☐ Water Facilities: Type _____ MGD _____☐ Other: _____**Project Issues Discussed in Document:**☒ Aesthetic/Visual☐ Fiscal☒ Recreation/Parks☒ Vegetation☒ Agricultural Land☒ Flood Plain/Flooding☐ Schools/Universities☒ Water Quality☒ Air Quality☒ Forest Land/Fire Hazard☐ Septic Systems☒ Water Supply/Groundwater☒ Archeological/Historical☒ Geologic/Seismic☒ Sewer Capacity☐ Wetland/Riparian☒ Biological Resources☒ Minerals☒ Soil Erosion/Compaction/Grading☒ Growth Inducement☐ Coastal Zone☒ Noise☒ Solid Waste☒ Land Use☒ Drainage/Absorption☒ Population/Housing Balance☒ Toxic/Hazardous☒ Cumulative Effects☐ Economic/Jobs☒ Public Services/Facilities☒ Traffic/Circulation☒ Other: Energy, GHG, Tribal**Present Land Use/Zoning/General Plan Designation:**

Throughout unincorporated Los Angeles County

Project Description: (please use a separate page if necessary)

See attachment

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

☒ Air Resources Board	☐ Office of Historic Preservation
☐ Boating & Waterways, Department of	☐ Office of Public School Construction
☐ California Emergency Management Agency	☐ Parks & Recreation, Department of
☐ California Highway Patrol	☐ Pesticide Regulation, Department of
☐ Caltrans District # <u>7</u>	☐ Public Utilities Commission
☐ Caltrans Division of Aeronautics	☐ Regional WQCB # <u>4, 6</u>
☐ Caltrans Planning	☒ Resources Agency
☐ Central Valley Flood Protection Board	☐ Resources Recycling and Recovery, Department of
☐ Coachella Valley Mtns. Conservancy	☐ S.F. Bay Conservation & Development Comm.
☐ Coastal Commission	☐ San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
☐ Colorado River Board	☐ San Joaquin River Conservancy
☒ Conservation, Department of	☐ Santa Monica Mtns. Conservancy
☐ Corrections, Department of	☐ State Lands Commission
☐ Delta Protection Commission	☐ SWRCB: Clean Water Grants
☐ Education, Department of	☐ SWRCB: Water Quality
☐ Energy Commission	☐ SWRCB: Water Rights
☒ Fish & Game Region # <u>5</u>	☐ Tahoe Regional Planning Agency
☐ Food & Agriculture, Department of	☐ Toxic Substances Control, Department of
☐ Forestry and Fire Protection, Department of	☐ Water Resources, Department of
☐ General Services, Department of	☐ Other: <u>SCAG</u>
☐ Health Services, Department of	☐ Other: _____
☐ Housing & Community Development	
☐ Native American Heritage Commission	

Local Public Review Period (to be filled in by lead agency)

Starting Date March 30, 2023 Ending Date May 15, 2023

Lead Agency (Complete if applicable):

Consulting Firm: <u>Environmental Science Associates</u>	Applicant: _____
Address: <u>626 Wilshire Boulevard Suite 1100</u>	Address: _____
City/State/Zip: <u>Los Angeles, CA 90017</u>	City/State/Zip: _____
Contact: <u>Meryka Dirks</u>	Phone: _____
Phone: <u>(408) 660-4003</u>	

Signature of Lead Agency Representative: _____  Digitally signed by Thuy Hua
Date: 2023.03.23 16:39:33 -0700 Date: March 23, 2023

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

PROJECT DESCRIPTION

The Draft 2045 Los Angeles County Climate Action Plan (2045 CAP or Project) is the County's plan towards meeting greenhouse gas (GHG) emissions reduction targets for unincorporated Los Angeles County by the years of 2030, 2035, and 2045. It was developed with the goals of implementing the GHG emissions reduction policies of the General Plan Air Quality Element and ensuring that the County contributes its fair share to statewide GHG emissions reductions.

With these goals in mind, the objectives of the Draft 2045 CAP are as follows:

- (1) Identify detailed programs, actions, and performance goals to achieve the climate action policies of the General Plan.
- (2) Identify GHG emissions reduction targets tailored to the unincorporated County that closely align with state and County climate goals.
- (3) Provide a road map for reducing GHG emissions to achieve the County's GHG emissions reduction targets.
- (4) Encourage sustainable housing production at all levels of affordability, including increasing housing densities near transit to the extent allowed in the General Plan.
- (5) Demonstrate a level of GHG emissions below which the County would have less than cumulatively considerable GHG impacts for future environmental review projects and provide CEQA streamlining for development projects (serve as a "qualified CAP") via the 2045 CAP Consistency Review Checklist.

The Draft 2045 CAP includes the following:

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- A long-term aspirational goal for carbon neutrality by 2045.
- A suite of GHG emissions reduction strategies, measures, and actions to reduce GHG emissions from major sectors.
- A technical modeling appendix to explain the Draft 2045 CAP's GHG emissions reduction estimates.
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- Implementation and monitoring measures to ensure successful climate action.
- A new development review consistency checklist to allow future projects to streamline GHG emissions analyses pursuant to the California Environmental Quality Act (CEQA) as anticipated by CEQA Guidelines Section 15183.5 by using the 2045 CAP.

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- **Air Quality:** The Project, as a result of projects facilitated by Draft 2045 CAP measures and actions, would: conflict with or obstruct implementation of the applicable air quality plan; result in a cumulatively considerable net increase of a criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard; expose sensitive receptors to substantial pollutant concentrations for localized air pollutants and TAC emissions; and contribute to a significant cumulative impact to air quality associated with toxic air contaminant emissions.
- **Biological Resources:** The Project, as a result of projects facilitated by Draft 2045 CAP measures and actions, would: have a substantial adverse indirect impact (i.e., through habitat modifications) on one or more species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS; have a substantial adverse impact on sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS; have a substantial adverse impact on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means; and interfere substantially with the movement of 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; and convert oak woodlands or other unique native woodlands. The Project would also cause significant cumulative impacts to biological resources.
- **Cultural Resources:** The Project, as a result of projects facilitated by Draft 2045 CAP measures and actions, would: cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5; cause a substantial

adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines Section 15064.5; directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; and disturb any human remains, including those interred outside of dedicated cemeteries. The Project would also cause significant cumulative impacts to cultural resources.

- **Hazards and Hazardous Materials:** The Project, as a result of projects facilitated by Draft 2045 CAP measures and actions, would: create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment; emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of sensitive land uses; and impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. The Project would also cause significant cumulative impacts to hazards and hazardous materials resources.
- **Hydrology and Water Quality:** The Project, as a result of projects facilitated by Draft 2045 CAP measures and actions, would, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation. The Project would also cause significant cumulative impacts to hydrology and water quality resources.
- **Noise:** The Project, as a result of projects facilitated by Draft 2045 CAP measures and actions, would: generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; and generate excessive groundborne vibration or groundborne noise levels. The Project would also cause significant cumulative impacts on noise.
- **Transportation:** The Project, as a result of projects facilitated by Draft 2045 CAP measures and actions, would: conflict with an applicable program plan, ordinance or policy addressing the circulation system; and substantially increase hazards due to a road design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The Project would also cause significant cumulative impacts to transportation resources.
- **Tribal Cultural Resources:** The Project, as a result of projects facilitated by Draft 2045 CAP measures and actions, would: cause a substantial adverse change in the significance of a tribal cultural resource, or of a resource determined by the County, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1(c). The Project would also cause significant cumulative impacts to tribal cultural resources.
- **Utilities and Service Systems:** The Project, as a result of projects facilitated by Draft 2045 CAP measures and actions, would: require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects; and result in a determination by the wastewater treatment provider which serves or may serve the Project that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments. The Project would also cause significant cumulative impacts to utilities and service systems.
- **Wildfire:** The Project, as a result of projects facilitated by Draft 2045 CAP measures and actions, would: substantially impair an adopted emergency response plan or emergency evacuation plan; 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; and expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. The Project would also cause significant cumulative wildfire impacts.

Appendix B

Appendix F of the Revised Draft 2025 CAP



APPENDIX F

2045 Climate Action Plan CEQA Streamlining Checklist

Purpose

The ~~2045 Los Angeles County Climate Action Plan (2045 CAP)~~ helps the County of Los Angeles (County) comply with various local, regional, state, and federal regulations to significantly reduce greenhouse gas (GHG) emissions. The County is obligated under the California Environmental Quality Act (CEQA), Assembly Bill (AB) 32 (the California Global Warming Solutions Act of 2006), Senate Bill (SB) 375 (the Sustainable Communities and Climate Protection Act of 2008), and various California executive orders to do its part to reduce GHG emissions in the state. Generally, statewide targets aim to reduce emissions to 1990 levels by 2020 (AB 32), to 40 percent below 1990 levels by 2030 (SB 32), and to 85 percent (anthropogenic) below 1990 levels by 2045 (AB 1279). CEQA Guidelines Section 15183.5 allows public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of GHGs. The 2045 CAP itself, the 2045 CAP CEQA Streamlining Checklist (this document), and the certified Final Program Environmental Impact Report (PEIR) (State Clearinghouse #2021120568) for the 2045 CAP together meet all requirements of Section 15183.5(b) of the CEQA Guidelines. Accordingly, the 2045 CAP represents the County's qualified climate action plan (CAP) in compliance with CEQA.

The 2045 CAP includes 10 strategies, 25 measures, and 95 actions that shall be implemented by the County to achieve its proportional share of state GHG emissions reductions for the target year 2030. These strategies, measures, and actions are organized into four sectors: (1) transportation; (2) stationary energy; (3) waste (including wastewater); and (4) agriculture, forestry, and other land use (AFOLU). The 2045 CAP does not include any strategies, measures, or actions to reduce emissions from the fifth sector of the County's GHG inventory, industrial processes and product use (IPPU), given data and modeling limitations for this sector.

The 2045 Climate Action Plan CEQA Streamlining Checklist (referred to herein as the ~~2045 CAP Checklist~~2045 CAP CEQA Streamlining Checklist) ~~can be used~~ applies to **discretionary projects that are subject to and not exempt from CEQA, including both new projects and expansion of existing land uses, and including agency and public projects, that intend to streamline the environmental review of their GHG impacts pursuant to CEQA** (referred to herein as ~~projects~~). The purpose of the 2045 CAP Checklist is to:

- (1) — Implement relevant GHG emissions reduction actions from the 2045 CAP for projects.
- (2) ~~Provide~~ provide a voluntary streamlined review process for analyzing the impacts of GHG emissions resulting from proposed discretionary projects that are subject to CEQA.

The ~~2045 CAP Checklist~~2045 CAP CEQA Streamlining Checklist may be updated administratively to incorporate new GHG emissions reduction techniques or to comply with later amendments to the 2045 CAP or local, state, or federal law ~~without the need for an amendment to the Los Angeles County General Plan 2035 (General Plan).~~

Appendix F Organization

This appendix is organized into the following four sections:

Section F.1: ~~CEQA Compliance and~~ Background Information

This section describes the rationale for the checklist and explains how it provides the mechanism for projects that wish to streamline environmental review of their GHG impacts using the 2045 CAP's PEIR pursuant to CEQA Guidelines Section 15183.5(b).

Section F.2: Checklist Instructions

This section includes the submittal requirements for applicants, the applicability of the ~~2045 CAP Checklist~~2045 CAP CEQA Streamlining Checklist, and instructions for completing the ~~2045 CAP Checklist~~2045 CAP CEQA Streamlining Checklist.

Section F.3: ~~2045 CAP Checklist~~2045 CAP CEQA Streamlining Checklist

This section includes the ~~2045 CAP Checklist~~2045 CAP CEQA Streamlining Checklist itself along with a table for reporting and documenting alternative project emissions reduction measures and additional GHG reductions.

Section F.4: Offsite GHG Reduction Program Framework

This section includes a framework for the County's forthcoming Offsite GHG Reduction Program. This program will be available for project applicants to use as an alternative GHG reduction measure to the CEQA streamlining requirements, by allowing applicants to fund or implement local projects that reduce GHG emissions within unincorporated Los Angeles County.

F.1 ~~CEQA Compliance and Background Information~~

~~The 2045 CAP's GHG reductions will occur through a combination of County initiatives, as represented by various plans and policies that will provide reductions from both new developments and the expansion of existing developments. The 2045 CAP Checklist~~2045 CAP CEQA Streamlining Checklist ~~specifically applies to proposed discretionary projects that require environmental review pursuant to CEQA and intend to streamline the environmental review of their GHG impacts. Therefore, the 2045 CAP Checklist is a critical implementation tool in the County's overall strategy to reduce GHG emissions. Implementing applicable 2045 CAP measures and actions in new developments and expanding existing development projects will help the County achieve incremental reductions toward its 2030, 2035, and 2045 targets.~~

The growth projections outlined in the General Plan's Land Use and Housing Elements were used in the 2045 CAP to estimate unincorporated Los Angeles County's future emissions. Therefore, projects can use the ~~2045 CAP Checklist~~2045 CAP CEQA Streamlining Checklist if they are consistent with the Land Use Element. This consistency allows a project to streamline its analysis of GHG impacts by using the existing programmatic environmental review contained in the certified Final PEIR for the 2045 CAP. In doing so, pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to climate change resulting from the project's GHG emissions may be determined not to be cumulatively considerable. This approach is consistent with the recommendations of the California Air Resources Board (CARB) in the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) that "CEQA-qualified CAPs" can allow eligible projects to streamline their determination of significance for GHG emissions.¹ It is also consistent with the Association of Environmental Professionals Climate Change Committee's best practices for tiering from qualified GHG reduction plans that demonstrate substantial progress toward meeting the next milestone

¹ California Air Resources Board. 2022. *2022 Scoping Plan for Achieving Carbon Neutrality*. Appendix D, "Local Actions." November 16, 2022. Available: <https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf>. Accessed in January 2023.

statewide planning reduction target (i.e., a 40 percent reduction below 1990 levels by 2030 as set forth by SB 32).²

This ~~2045 CAP Checklist~~2045 CAP CEQA Streamlining Checklist provides a mechanism for projects to specifically identify “those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project” per Section 15183.5(b)(2) of the CEQA Guidelines.

GHG emissions associated with the construction of projects, including demolition and decommissioning activities, are generally orders of magnitude lower than operational GHG emissions. This is primarily because construction emissions are typically short in duration compared to the project’s overall lifetime. Typically, construction GHG emissions are amortized over 30 years and added to a project’s 30-year lifetime emissions total; after this amortization, construction GHG emissions usually represent a small fraction of a project’s total annual emissions. It is generally difficult to enforce low-emission construction equipment because of the limited availability of zero-emission and near-zero-emission construction equipment, along with contracting requirements. In addition, the 2045 CAP quantifies GHG emissions from off-road construction activity at the unincorporated Los Angeles County level; these emissions are accounted for in the 2045 CAP’s ability to achieve the 2030, 2035, and 2045 targets.

The ~~2045 CAP Checklist~~2045 CAP CEQA Streamlining Checklist also requires the use of electric and zero-emission construction equipment during project construction to the maximum extent feasible, to align with Measure T9. Therefore, construction emissions can be assessed qualitatively as part of related CEQA GHG emissions analysis. However, some projects may have long construction periods or entail substantial excavation and grading that could result in construction-related GHG emissions that may be considered significant. Thus, the County retains the discretion on a project-by-project basis to consider whether a project’s construction-related GHG emissions could be cumulatively considerable and require a more detailed quantitative CEQA analysis and mitigation of GHG emissions.

Projects that elect not to use the ~~2045 CAP Checklist~~2045 CAP CEQA Streamlining Checklist for CEQA streamlining must prepare a comprehensive project-specific analysis of GHG emissions. The analysis must quantify existing and projected GHG emissions and it is strongly encouraged that the project incorporate all the ~~CEQA~~ streamlining requirements in this ~~2045 CAP Checklist~~2045 CAP CEQA Streamlining Checklist, although this is not required. The ~~2045 CAP Checklist~~2045 CAP CEQA Streamlining Checklist may be updated to incorporate new GHG emissions reduction techniques or to comply with later amendments to the 2045 CAP or to local, state, or federal law.

2045 CAP Appendix B, *Emissions Forecasting and Reduction Methods*, provides the quantitative basis for CEQA streamlining requirements. This document demonstrates how, based on substantial

² Association of Environmental Professionals. 2016. *Final White Paper Beyond 2020 and Newhall: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California*. October 18, 2016. Available: https://califaep.org/docs/AEP-2016_Final_White_Paper.pdf.

evidence,³ implementing these CEQA streamlining requirements on a project-by-project basis will collectively achieve the 2045 CAP's target emissions level for projects by 2030 and 2035, as required by CEQA Guidelines Section 15183.5(b)(1)(D).

Alignment with the 2022 Scoping Plan

Appendix D of CARB's 2022 Scoping Plan provides guidance for local governments and lead agencies for how local climate action planning can support the State of California's climate goals.⁴ CARB reiterates that a CAP that has been adopted through the CEQA review process and meets the criteria specified in CEQA Guidelines Section 15183.5(b) for a "plan for the reduction of greenhouse gas emissions"—such as the 2045 CAP—is a "CEQA-qualified CAP" that can allow eligible projects to streamline their determination of significance for GHG emissions.

Streamlining CEQA GHG analysis for future projects by demonstrating consistency with a CAP involves evaluating whether a project demonstrates consistency with "all applicable GHG reduction measures identified in the CAP." CARB notes that such consistency can be determined by using CAP compliance checklists, which can be "included as part of the proposed project's CEQA analysis documenting the project's consistency with the CEQA-qualified CAP."

The ~~2045 CAP Checklist~~ 2045 CAP CEQA Streamlining Checklist is therefore consistent with CARB's guidance in the 2022 Scoping Plan as a valid way for discretionary projects to streamline their analysis of GHG impacts.

Recommended Project Attributes for Residential and Mixed-Use Projects

Appendix D of the 2022 Scoping Plan includes a list of "key project attributes" for residential and mixed-use projects. CARB states that if a project incorporates these attributes, the project would "accommodate growth in a manner consistent with State GHG reduction and equity prioritization goals" and would be "**clearly** consistent with the State's climate goals." Further, such projects would be "consistent with the Scoping Plan or other plans, policies, or regulations adopted for the purposes of reducing GHGs" and that therefore, "the GHG emissions associated with such projects may result in a less-than-significant GHG impact under CEQA."

Alternative Project Emissions Reduction Measures and Offsite GHG Reduction Programs

As discussed below under *Step 4: Identify Alternative Project Emissions Reduction Measures and Additional GHG Reductions*, project applicants may employ alternative GHG emissions reduction measures to serve as replacements for any CEQA streamlining requirement not feasible to implement at the project-level. Such replacement measures must meet specific criteria and be

³ CEQA Guidelines Section 15384 defines *substantial evidence* as "enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Whether a fair argument can be made that the project may have a significant effect on the environment is to be determined by examining the whole record before the lead agency. Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment does not constitute substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts."

⁴ California Air Resources Board. 2022. *2022 Scoping Plan for Achieving Carbon Neutrality*. Appendix D, "Local Actions." November 16, 2022. Available: <https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf>. Accessed in January 2023.

supported by substantial evidence that the measure would achieve the same or greater level of GHG emissions reductions as the ~~2045 CAP~~ CEQA streamlining requirement that it replaces.

CARB supports the idea of “off-site GHG mitigation” in Appendix D of the 2022 Scoping Plan for projects that have maxed out their on-site GHG reduction actions: “If implementation of all feasible on-site GHG reduction measures is insufficient to reduce a project’s impact to a less-than-significant level, the State recommends that the lead agency next explore options to fund or implement **local**, off-site direct GHG reduction strategies.”⁵

As discussed further below, Action ES5.4 of the 2045 CAP would establish an Offsite GHG Reduction Program for new development to use as a GHG reduction or mitigation pathway for 2045 CAP compliance and to fund programs for reducing GHG emissions in the built environment.

CARB cautions that such off-site measures must directly “offset” a project’s GHG emissions and must not be unrelated off-site measures that would occur independently of the proposed project. Lead agencies and project applicants must provide substantial evidence that a specific off-site mitigation measure is not otherwise required by law or regulation and would not have occurred “**but for** the requirement to mitigate a project’s GHG impacts.” CARB goes on to state the following:

There has been concern that GHG emission reductions from off-site GHG mitigation measures... may double count GHG emission reductions from California’s Cap-and-Trade program. However, off-site mitigation measures, such as EV [electric vehicle] charging or building efficiency retrofits, are viable options for mitigation under CEQA and would not be double counted, provided they are not otherwise required by law or regulation and would not have happened but for the mitigation requirements of the project. If the mitigation would have been implemented or required through another statute, regulation, existing local program, or requirement other than the project it is mitigating, then the project being mitigated may not also claim credit for the reductions.

F.2 Checklist Instructions

~~2045 CAP Checklist~~ 2045 CAP CEQA Streamlining Checklist Submittal Requirements

The ~~2045 CAP Checklist~~ 2045 CAP CEQA Streamlining Checklist shall accompany the project application for all projects and plans proposed within unincorporated Los Angeles County’s land use authority that are subject to CEQA, ~~whether supported by private or government (local or state) funding.~~ The ~~2045 CAP Checklist~~ 2045 CAP CEQA Streamlining Checklist is designed to assist the project applicant in identifying the GHG emissions reduction actions and other applicable sustainability-focused requirements specific to a proposed project-. However, it may be necessary to supplement the completed ~~2045 CAP Checklist~~ 2045 CAP CEQA Streamlining Checklist with supporting materials, calculations, or certifications to demonstrate compliance with all the applicable CEQA streamlining ~~requirements~~ provisions ~~requirements~~ in the 2045 CAP

⁵ California Air Resources Board. 2022. *2022 Scoping Plan for Achieving Carbon Neutrality*. Appendix D, “Local Actions.” November 16, 2022. Available: <https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf>. Accessed in January 2023.

~~Checklist~~2045 CAP CEQA Streamlining Checklist. The ~~2045 CAP Checklist~~2045 CAP CEQA Streamlining Checklist shall be included in the respective project conditions of approval.

~~2045 CAP Checklist~~**2045 CAP CEQA Streamlining Checklist** **Applicability**

The ~~2045 CAP Checklist~~2045 CAP CEQA Streamlining Checklist allows for streamlined project-specific CEQA GHG analysis. The ~~2045 CAP Checklist~~2045 CAP CEQA Streamlining Checklist is only required if a project applicant wants to use CEQA streamlining for GHG impacts; it is not required if a project-level environmental analysis of GHG impacts is conducted. As such, the ~~2045 CAP Checklist~~2045 CAP CEQA Streamlining Checklist is voluntary. The ~~2045 CAP Checklist~~2045 CAP CEQA Streamlining Checklist cannot be used for projects requiring a General Plan amendment associated with land use density increases. Ministerial projects and projects that otherwise are exempt from CEQA are deemed to be consistent with the 2045 CAP, and no further review is necessary, with the exception of the residential infill categorical exemption (CEQA Guidelines Section 15195), for which projects are required to demonstrate consistency with the 2045 CAP through the ~~2045 CAP Checklist~~2045 CAP CEQA Streamlining Checklist if the applicant elects to use CEQA streamlining for GHG impacts. All projects using the ~~2045 CAP Checklist~~2045 CAP CEQA Streamlining Checklist for CEQA streamlining must demonstrate consistency with the General Plan growth projections. **If a project is not consistent with the General Plan growth projections, then the ~~2045 CAP Checklist~~2045 CAP CEQA Streamlining Checklist may not be used for CEQA streamlining.**

~~2045 CAP Checklist~~**2045 CAP CEQA Streamlining Checklist** **Instructions**

Project applicants shall complete the following **four steps** to demonstrate ~~conformance~~ compliance with the 2045 CAP for a proposed project.

Step 1. Demonstrate consistency with the General Plan ~~g~~Growth ~~p~~Projections (**Table F-1**).

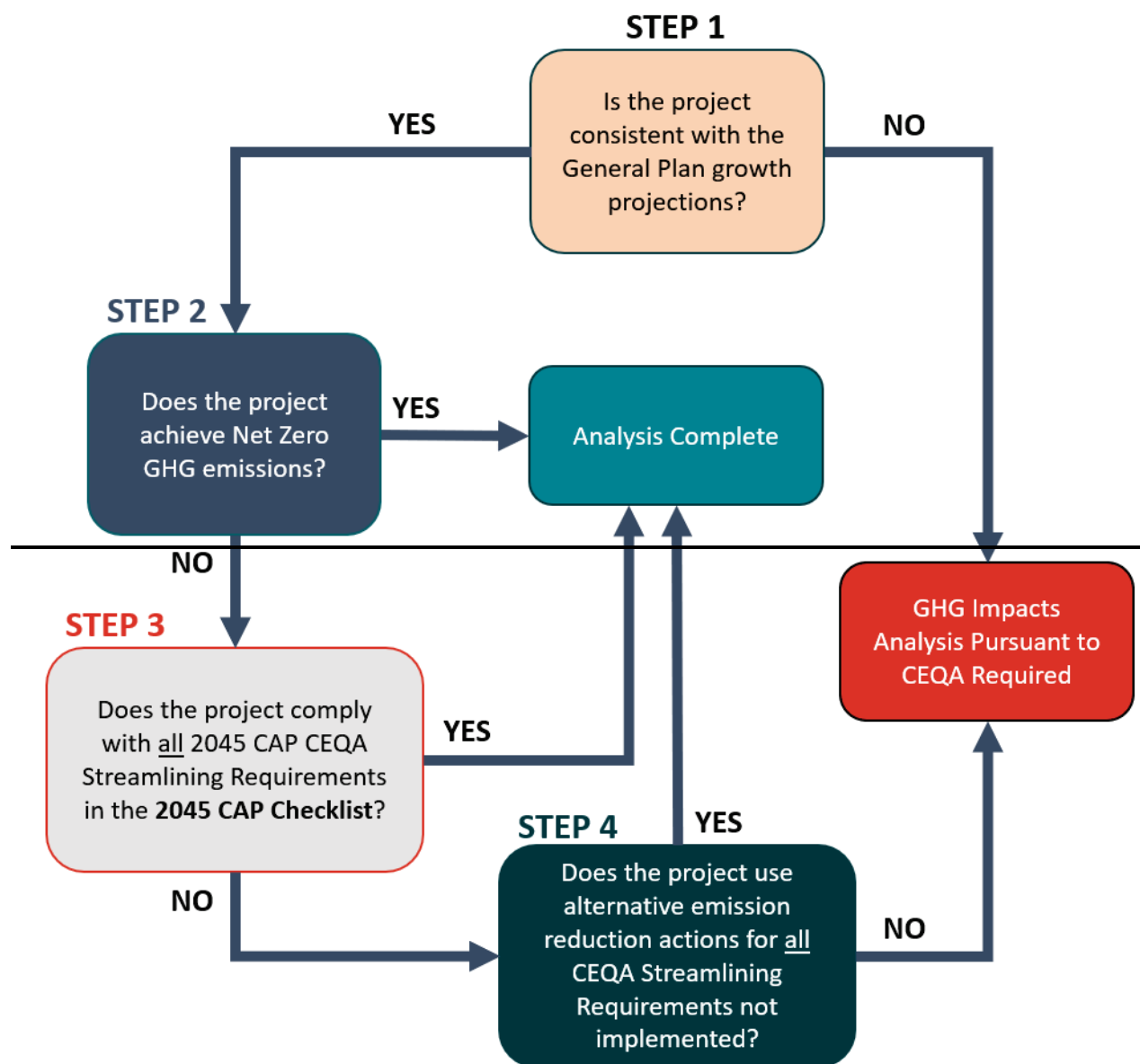
Step 2. Determine whether the project screens out of certain CEQA streamlining requirements (Table F-1).

Step 3. ~~Demonstrate compliance with~~Complete the 2045 CAP CEQA streamlining requirements~~Streamlining Checklist~~ (Table F-1).

Step 4. Identify alternative project emissions reduction measures and additional GHG reductions (**Table F-2**), as needed.

All projects must complete **Step 1: Demonstrate Consistency with the General Plan Growth Projections** and **Step 2: Determine Whether the Project Screens Out of Certain CEQA Streamlining Requirements**. Projects that do not meet the screening criteria must complete **Step 3: ~~Demonstrate Compliance with~~Complete the 2045 CAP CEQA Streamlining Requirements**. Projects that cannot meet all CEQA streamlining requirements shown in Table F-1 must also complete **Step 4: Identify Alternative Project Emissions Reduction Measures and Additional GHG Reductions** (Table F-2) to describe alternative GHG emissions reduction measures that serve as replacements to any CEQA streamlining requirements not met by the project.

The following process, illustrated in **Figure F-1**, explains how to demonstrate consistency of a project with the 2045 CAP's GHG emissions reduction measures and actions, and thereby streamline the project's GHG impacts analysis by tiering from the certified Final PEIR for the 2045 CAP.



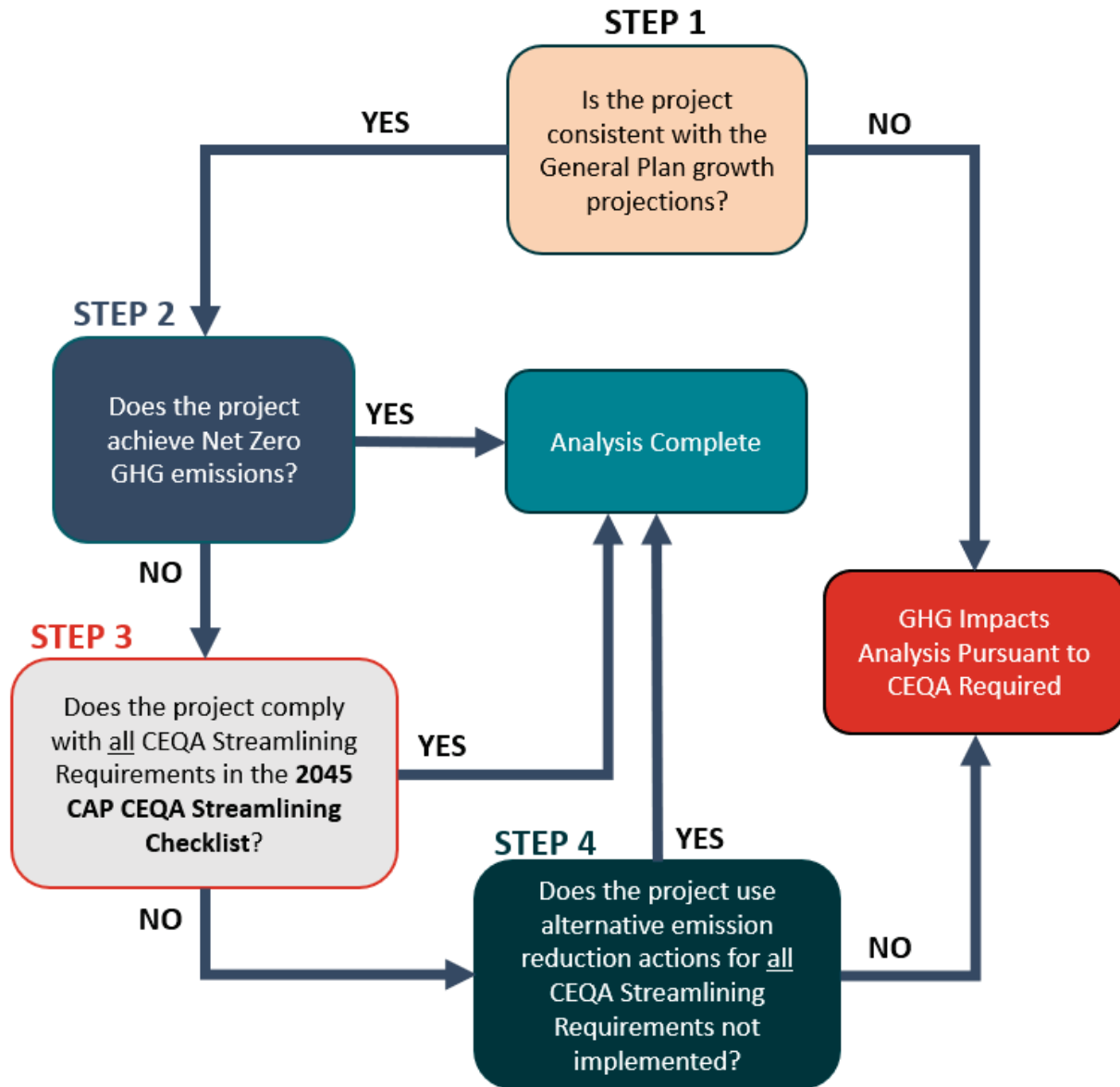


Figure F-1: Determining Consistency with the 2045 CAP for CEQA Streamlining

Step 1: Demonstrate Consistency with the General Plan Growth Projections

All projects must demonstrate consistency with the General Plan growth projections. **If a project is not consistent with the General Plan growth projections, then the 2045 CAP Checklist may not be used for CEQA streamlining.** Complete the *General Plan Consistency* section of **Table F-1, General Plan and CEQA Streamlining Requirement Checklist**, below.

The options for determining General Plan consistency (included in Table F-1) are as follows:

- Is the proposed project consistent with the General Plan growth projections? If yes, move to **Step 2** below. If no, the proposed project may not streamline its GHG impacts analysis by using the 2045 CAP's EIR, and instead must prepare a comprehensive project-specific

analysis of GHG emissions and impacts pursuant to CEQA. Such projects are also encouraged to incorporate all the CEQA streamlining requirements in the ~~2045 CAP Checklist~~ 2045 CAP CEQA Streamlining Checklist.

Step 2: Determine Whether the Project Screens Out of Certain CEQA Streamlining Requirements

Certain projects may screen out of compliance with certain CEQA streamlining requirements contained in Table F-1 if such projects meet specific criteria. These criteria are designed to ensure high efficiency and low GHG emissions and describe projects that would generally comply with the 2045 CAP.

~~2045 CAP Checklist~~ **2045 CAP CEQA Streamlining Checklist Screening Criteria:** Projects may skip the *Demonstrate Compliance with the CEQA Streamlining Requirements* section of Table F-1 below if they meet the following criteria:

- If the project would achieve ~~net net zero GHG emissions for project operations at full buildout~~ **net net zero GHG emissions**, the project is considered to comply with the 2045 CAP and the analysis is complete.

~~Net z~~ **Net Zero** GHG emissions ~~for the project operations at full buildout~~ means that the project's GHG emissions from construction and operational activities occurring at full buildout would result in zero total GHG emissions on an annual basis. In other words, all GHGs emitted the atmosphere during construction and operation by a project are balanced completely by GHG sequestration and removal over each calendar year period. Construction GHG emissions should be amortized for the project (typically 30 or 40 years) and added to the annual full buildout operational emissions to determine total annual emissions. Net z In other words, either a project would produce zero total GHG emissions from all sources, or all GHG emissions produced by a project at full buildout operations are balanced completely by carbon sequestration and removal, for each year of operation. Zero GHG emissions for a project does not consider total net-GHG emissions from construction and operation of the proposed project is zero from existing conditions or existing uses at the project site. In other words, all emissions of GHGs emitted the atmosphere during construction and operation are balanced by removals of GHG emissions over each calendar year period. For example, if the project emits 3,000 MTCO₂e per year through both construction and operations but removes or sequesters 3,000 MTCO₂e per year, the project would achieve net zero GHG emissions. For example, if a project implements GHG reducing technologies to reduce its full-buildout operational emissions to emits 1,500 MTCO₂e per year for both construction and operations, but includes the planting of enough new trees to sequester 1,500 MTCO₂e per year, the project would achieve net zero GHG emissions. This zero-GHG requirement does not include GHG emissions from construction activities.

To demonstrate that the project achieves ~~net net~~ **net zero** GHG emissions, the applicant must submit a comprehensive quantitative project-specific analysis of all GHG emissions, sinks, and removals, sinks, and removals from construction and operations, consistent with all CEQA guidelines and standard practice for modeling GHG emissions from construction and full buildout full buildout for projects operations, consistent with CEQA guidelines and standard practice for modeling GHG emissions for projects. If the project meets ~~this~~ these ~~criteriona~~ criteria, the project does not need to complete **Table F-1** below and the analysis is complete.

Transportation Screening Criteria: Projects may skip CEQA streamlining requirements #3, #4, #5, #11, and #12 of the *Demonstrate Compliance with the CEQA Streamlining Requirements* section of Table F-1 below if they meet the following criteria (based on the 2020 Los Angeles County Department of Public Works Transportation Impact Analysis Guidelines):⁶

1. For development projects:⁷
 - a. If the project does not have a retail component, and the project generates a net increase of less than 110 daily vehicle trips,⁸ then it screens out.
 - b. If the project has a retail component, and it contains retail uses that do not exceed 50,000 square feet of gross floor area,⁹ then it screens out.
 - c. If the project has a residential component, and 100 percent of the units, excluding manager's units, are set aside for lower income households,¹⁰ then it screens out.
 - d. If the project is located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor¹¹ and meets all of the following criteria, then it screens out:
 - i. Has a Floor Area Ratio greater than 0.75.¹²
 - ii. Provides less parking than required by the Los Angeles County Code.¹³
 - iii. Is consistent with the Southern California Associated of Governments' Regional Transportation Plan/Sustainable Communities Strategy.¹⁴
 - iv. Does not replace residential units set aside for lower income households with a smaller number of market-rate residential units.
2. For transportation projects:¹⁵
 - a. If the project would not include the addition of through traffic lanes on existing or new highways, including general-purpose lanes, high-occupancy vehicle lanes, peak-period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except

⁶ Los Angeles County Department of Public Works. 2020. *Transportation Impact Analysis Guidelines*. July 2020. Available: <https://dpw.lacounty.gov/traffic/trafficreportmsg.cfm>. Accessed February 2022.

⁷ The Transportation Impact Analysis (TIA) Guidelines provide a list of development project types, which include residential, office, manufacturing, institutional, and retail project types. For a complete list, see page 11 of the TIA Guidelines.

⁸ As referenced in: Governor's Office of Planning and Research. 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.

⁹ Governor's Office of Planning and Research. 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.

¹⁰ Governor's Office of Planning and Research. 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.

¹¹ Governor's Office of Planning and Research. 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.

¹² Governor's Office of Planning and Research. 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.

¹³ Governor's Office of Planning and Research. 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.

¹⁴ Governor's Office of Planning and Research. 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.

¹⁵ The TIA Guidelines describe transportation projects as projects that would increase vehicular/roadway capacity.

managed lanes, transit lanes, and auxiliary lanes of less than 1 mile in length designed to improve roadway safety),¹⁶ then it screens out.

- b. If the project would reduce roadway capacity and VMT,¹⁷ then it screens out.

If the project meets the above criteria, it may skip certain transportation portions of the ~~2045 CAP Checklist~~ 2045 CAP CEQA Streamlining Checklist (see Table F-1 for details).

Step 3: Demonstrate Compliance with the 2045 CAP CEQA Streamlining Requirements

Table F-1 identifies the CEQA streamlining requirements for projects. Projects must demonstrate compliance with the 2045 CAP CEQA streamlining requirements listed in Table F-1 or document why the requirements are not applicable or are infeasible.¹⁸ The corresponding 2045 CAP measures and actions are indicated in the table to provide additional context. The full text of the 2045 CAP measures and actions is provided in the 2045 CAP (see Chapter 3 and Appendix E).

All applicants shall complete the following steps for the *Transportation, Building Energy and Water, Waste, and Agriculture, Forestry, and Other Land Use (AFOLU)* sections of **Table F-1** below (unless the project meets the transportation screening criteria identified in Step 1 above, in which case the project may skip completion of certain sections of the *Transportation* section of Table F-1):

Step 3a. Review the ~~project CEQA~~ streamlining requirements described in the column titled “2045 CAP Streamlining Requirement.”

Step 3b. Use the check boxes in the column titled “Project Complies” to indicate whether the “Project Complies,” the requirement is “Not Applicable,” or the “Project Does Not Comply and Alternative Measure Proposed.”

Step 3c. Provide a qualitative analysis of the proposed project’s compliance with the ~~2045 CAP CEQA streamlining~~ requirements in the column titled “Description of Project Measure(s)/Documentation of Compliance.” This will be the basis for the CEQA analysis to demonstrate compliance with the 2045 CAP, and by extension, with SB 32. The qualitative analysis should provide:

- i. A description of which streamlining requirements are included as part of the proposed project; or
- ii. A description of why the streamlining requirement is not applicable to the proposed project; or
- iii. A description of why the streamlining requirements are infeasible. If applicants select “Project Does Not Comply” or “Alternative Measure Proposed,” they must complete Table F-2 to document what alternative project measures will be implemented to achieve a similar level of GHG reduction and how those GHG emissions reduction estimates were calculated.

¹⁶ As noted above, the TIA Guidelines describe transportation projects as projects that would increase vehicular/roadway capacity.

¹⁷ A list of transportation projects that are not likely to lead to a substantial or measurable increase in vehicle miles travelled are included in the County’s TIA Guidelines, pp. 17–19.

¹⁸ Please note that the ~~2045 CAP CEQA streamlining~~ requirements are not mitigation measures as defined by CEQA.

Step 3d. Provide specific project design criteria and/or reporting metrics to support the proposed project's compliance with each ~~2045 CAP~~ CEQA streamlining requirement. Specific information is requested for each respective item in the ~~2045 CAP Checklist~~ 2045 CAP CEQA Streamlining Checklist.

Regarding item #2 above, the project applicant can only select "Not Applicable" if the requirement is not relevant to the project. The project applicant should only select "Project Does Not Comply and Alternative Measure Proposed" if it is infeasible, as defined by the CEQA Guidelines, for the project to comply with the checklist requirement. Sufficient documentation of such infeasibility must be supplied to the County to support such a determination. The County retains ultimate discretion for determining the feasibility of the checklist requirement for the proposed project. Further, if "Project Does Not Comply and Alternative Measure Proposed" is selected for a specific checklist requirement, then the project applicant **must** identify an alternative measure to achieve the same or greater level of GHG emissions reduction as the CEQA streamlining requirement with which the project does not comply.

If the project applicant cannot fully complete these requirements, then the ~~2045 CAP Checklist~~ 2045 CAP CEQA Streamlining Checklist may not be used for CEQA streamlining of GHG emissions impacts. See the *Projects That Cannot Comply* Are Not Eligible for with the CEQA Streamlining Requirements section for additional instructions.

The 2045 CAP CEQA streamlining requirements are listed as either "Tier 1" or "Tier 2." These two levels are defined as follows:

Tier 1: Required for all discretionary projects in order to use CEQA streamlining for GHG impacts.

Tier 2: Encouraged for all discretionary projects. Although these measures are not required, projects are strongly encouraged to implement them. In Table F.1 below, these voluntary items are colored with gray shading.

In general, Tier 1 requirements were quantified in the 2045 CAP for GHG emissions reductions needed to achieve the 2030, 2035, and 2045 emissions reduction targets. Because these measures were quantified, they would be required for the 2045 CAP to achieve its full emissions reduction potential. Some Tier 1 measures were not quantified, but they either are required through other code or ordinance (such as compliance with the Transportation Demand Management Ordinance) or are deemed essential for the overall success of the 2045 CAP. Tier 2 requirements were identified as supporting actions but are not deemed essential for the overall success of the 2045 CAP.

Some Tier 1 and Tier 2 requirements point to future County regulations or ordinances that have not yet been developed, such as the forthcoming building decarbonization ordinance. In these instances, projects using the Checklist must only comply with currently adopted ordinances and requirements at the time of project approval.

The ~~2045 CAP Checklist~~ 2045 CAP CEQA Streamlining Checklist includes the following Tier 1 and Tier 2 requirements, organized by strategy area:

Energy Supply

1. Tier 1: Sunset Oil and Gas Operations

2. Tier 1: Utilize 100% Zero-Carbon Electricity

Transportation

3. Meets Transportation Screening Criteria
4. Tier 1: Increase Density Near High-Quality Transit Areas
5. Tier 1: Incorporate Bicycle and Pedestrian Infrastructure
6. Tier 1: Comply with the County Transportation Demand Management (TDM) Ordinance
7. Tier 1: Comply with the County's Transportation Impact Guidelines
8. Tier 1: Incorporate Electric Vehicle Charging Infrastructure
9. Tier 1: Decarbonize Trucks
10. Tier 1: Incorporate Zero-Emission Technologies for Off-Road Vehicles & Equipment
11. Tier 1: Electrify County Fleet Vehicles (for municipal projects only)
12. Tier 2: Achieve a High Jobs/Housing Balance
13. Tier 2: Encourage Transit, Active Transportation, and Alternative Modes of Transportation
14. Tier 2: Implement Parking Limitations

Building Energy and Water

15. Tier 2: Decarbonize Existing Buildings
16. Tier 2: Decarbonize New Buildings
17. Tier 1: Increase Building Energy Efficiency
18. Tier 1: Implement Water Use Efficiency and Water Conservation
19. Tier 2: Reduce the Life-Cycle Carbon Intensity of Building Materials and Phase Out the Use of High-Global Warming Potential (GWP) Refrigerants
20. Tier 2: Use Energy Storage and Microgrids
21. Tier 2: Use Recycled Water and Graywater for Non-potable Uses and Include Rainfall Capture

Waste

22. Tier 1: Compost Organic Materials
23. Tier 1: Recycle Recyclable Materials
24. Tier 2: Incorporate On-site Composting, Mulching, and/or Anaerobic Digestion

Agriculture, Forestry, and Other Land Use

25. Tier 1: Incorporate Tree Plantings and Expand Urban Forest Cover
26. Tier 2: Conserve Forests, Woodlands, Shrublands, Grasslands, Desert, and other Carbon-Sequestering Wildlands and Working Lands
27. Tier 2: Implement Regenerative Agricultural Practices

2045 CAP Appendix B, *Emissions Forecasting and Reduction Methods*, provides the quantitative basis for the CEQA streamlining requirements.

Step 4: Identify Alternative Project Emissions Reduction Measures and Additional GHG Reductions

Projects that propose alternative GHG emissions reduction measures to those identified in Table F-1 or propose to include additional GHG emissions reduction measures beyond those described in Table F-1 shall provide a summary explanation of the proposed measures and demonstrate GHG reductions achievable through the proposed measures.¹⁹ Documentation for these alternative or additional project measures shall be documented in **Table F-2, Applicant Proposed Alternative Project Emissions Reduction Measures**. Any applicants who select “Project Does Not Comply and Alternative Measure Proposed” in Table F-1 must complete the following steps for Table F-2.

Step 4a. In the column titled “Description of Alternative Measure,” provide a qualitative description of what measure will be implemented, why it is proposed, and how it will reduce GHG emissions.

Step 4b. In the column titled “Description of GHG Reduction Estimate,” demonstrate how the alternative project measure would achieve the same or greater level of GHG emissions reductions as the 2045 CAP CEQA streamlining requirement that it replaces. Documentation and calculation files must be attached separately.

An example alternative project measure may be installing additional EV charging infrastructure beyond what is required by the California Green Building Standards Code (CALGreen Code), County ordinance, or requirements in the forthcoming Zero Emission Vehicle Master Plan, to support zero-emission vehicles beyond what is specified in the 2045 CAP’s performance objectives for Measure T6 (Increase ZEV Market Share and Reduce Gasoline and Diesel Fuel Sales). The applicant would then demonstrate how this would achieve the same or greater level of GHG emissions reductions as the checklist requirement for which it serves as an alternative.

Carbon offset credits are not permitted to be used as alternative project emissions reduction measures.

Guidance for Quantifying GHG Reductions from Alternative Measures

In order to use alternative GHG emissions reduction measures to replace a CEQA streamlining requirement in Table F-1 below, project applicants must use the three-step process outlined below to quantitatively demonstrate how the alternative project measure would achieve the same or greater level of GHG emissions reductions as the CEQA streamlining requirement (or requirements) that it replaces.

Project applicants should follow these three steps:

Step 4c. Prepare a detailed quantified GHG emissions inventory for the project taking into consideration all GHG-reducing project features and ~~2045 CAP Checklist~~ 2045 CAP CEQA Streamlining Checklist items included as part of the project (including proposed mitigation measures, project design features, strategies being implemented, and other County requirements).

¹⁹ Please note that the alternative GHG emissions reduction measures are not mitigation measures as defined by CEQA.

Project applicants shall prepare a detailed quantified GHG emissions inventory for the project taking into consideration all GHG-reducing project features and CEQA streamlining requirements included as part of the project (including proposed mitigation measures, project design features, strategies being implemented, and other County requirements), **except** for the alternative GHG emissions reduction measures proposed by the applicant to replace any Tier 1 CEQA streamlining requirement (as described in Step 4e). Applicants should use CalEEMod, CARB's Emission FACTor model (EMFAC),²⁰ the CAPCOA Handbook, and other commonly accepted GHG modeling methods and protocols.

Step 4d. For each Tier 1 Checklist-CEQA streamlining requirement that the project will not meet, include a quantified calculation of the additional GHG emission reductions that would have occurred had the project implemented the Tier 1 Checklist streamlining requirement.

Project applicants shall, for all Tier 1 CEQA streamlining requirements that the project will not meet, a quantified calculation of the additional GHG emission reductions that would have occurred had the project implemented those Tier 1 CEQA streamlining requirements. In order to do this, applicants shall prepare a project model run assuming the implementation of all Tier 1 CEQA streamlining requirement that the project will not meet. Applicants should then compare the project's GHG emissions from this scenario with the project's GHG emissions from Step 4c above. The difference in GHG emissions between the two scenarios represents the GHG emission reductions that would have occurred had the project implemented all Tier 1 CEQA streamlining requirements; this is the amount of GHG emissions required to be reduced in total by the alternative GHG emissions reduction measures.

Step 4e. Propose an alternative measure (or set of measures) and demonstrate quantitatively that the alternative measures would achieve a GHG emission reduction equivalent to the GHG emission reduction that would have resulted from complying with the Tier 1 Checklist-CEQA streamlining requirement.

Project applicants shall provide a quantified measure or set of measures that closes the gap between the two scenarios as quantified in Step 4c and Step 4d. In order to do this, applicants shall prepare a project model similar to Step 4c but include all alternative GHG emissions reduction measures proposed by the applicant. The resulting GHG emissions from this model run must equal or be less than the GHG emissions resulting from the project model run in Step 4d above which assumes the implementation of all Tier 1 CEQA streamlining requirements. In other words, the GHG emission reductions achieved by the alternative measures must meet or exceed the GHG emission reductions achieved by the Tier 1 CEQA streamlining requirements.

Project applicants shall submit documentation to the City demonstrating all three steps above. This can include model run inputs and/or outputs, excel calculation files, or other documentation of the emission calculations.

²⁰ California Air Resources Board. 2022. EMFAC2021 Model. Version v1.0.2. Available: <https://arb.ca.gov/emfac/>. Accessed June 2023.

Potential alternative GHG emissions reduction measures to be considered include, but are not limited to, measures recommended in the South Coast Air Quality Management District's latest CEQA Air Quality Guidelines, the California Air Resources Board Scoping Plan (December 2022, as may be revised),²¹ the California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (December 2021, as may be revised),²² the CAPCOA California Emissions Estimator Model (CalEEMod),²³ the California Attorney General's *Mitigation for Greenhouse Gas Emissions* guidance,²⁴ and Reference Guides on Leadership in Energy and Environmental Design (LEED) published by the U.S. Green Building Council.²⁵

As for any project design features or mitigation measures implemented via the County's project approval and CEQA review process, the project applicant shall implement all alternative GHG emissions reduction measures proposed. For physical GHG reduction measures to be incorporated into the design of the project, the measures shall be included on the drawings submitted for construction-related permits and implemented during construction. For operational GHG reduction measures to be incorporated into the project, the measures shall be implemented on ongoing basis.

Offsite GHG Reduction Program

~~Action ES5.4 of the 2045 CAP would establish an Offsite GHG Reduction Program for new development to use as a GHG reduction or mitigation pathway for 2045 CAP compliance and to fund programs for reducing GHG emissions in the built environment. This program would allow new development to fund decarbonization programs for existing development to accelerate 2045 CAP measures and actions or go beyond 2045 CAP measures and actions. The Offsite GHG Reduction Program could be used for projects that propose alternative GHG emissions reduction measures to those identified in Table F-1, or that propose to include additional GHG emissions reduction measures beyond those described in Table F-1. Once the Offsite GHG Reduction Program has been instituted by the County, project applicants will be able to use the program to complete Table F-2. Once established, the Offsite GHG Reduction Program should only be used after all feasible on-site GHG reduction measures are implemented at the project site to demonstrate compliance with the CEQA streamlining requirements. See Section F.4 for additional details.~~

Projects That ~~Cannot Comply with~~ Are Not Eligible for the CEQA Streamlining Requirements

In some cases, a project may not be able to comply with ~~demonstrate compliance with all~~ meet all of the 2045 CAP CEQA GHG streamlining requirements. This may be because the project is inconsistent with the General Plan's growth projections as described in Step 1. Or a project may not be able to feasibly incorporate all CEQA streamlining requirements as identified in Table F-1 and discussed in Step 3; such a project may further be unable to adequately identify alternative project measures to achieve a similar level of GHG reduction to ~~infeasible~~ each CEQA streamlining requirements which a project cannot comply with. Such projects are not eligible to

streamline environmental review of their GHG impacts using the 2045 CAP's PEIR and must may be required to prepare a comprehensive project-specific analysis of GHG emissions pursuant to CEQA Guidelines (including the CEQA Guidelines Appendix G Environmental Checklist).

A comprehensive project-specific analysis of GHG emissions must be prepared for any project that elects not to use the Checklist for CEQA streamlining by completing Table F-1 and (if applicable) Table F-2. Such an analysis shall quantify existing and projected GHG emissions and evaluate potential impacts pursuant to the CEQA Guidelines (including the CEQA Guidelines Appendix G Environmental Checklist). It is strongly encouraged that the project incorporate all the CEQA streamlining requirements in the ~~2045 CAP Checklist~~2045 CAP CEQA Streamlining Checklist, though this is not required.

F.3 2045 CAP CEQA Streamlining Checklist

Table F-1, General Plan and 2045 CAP CEQA Streamlining Requirement Checklist, allows the applicant to demonstrate compliance with the 2045 CAP's GHG emissions reduction measures and actions. This table addresses **Step 1: Demonstrate Consistency with the General Plan Growth Projections**; **Step 2: Determine Whether the Project Screens Out of Certain CEQA Streamlining Requirements**; and **Step 3: Demonstrate Compliance with the CEQA Streamlining Requirements**. This checklist must be completed for all applicable projects electing to streamline their CEQA GHG analysis.

Table F-2, 2045 CAP Greenhouse Gas Emissions Reduction Alternative Measures, allows the project applicant to document alternative GHG emissions reduction measures used to demonstrate compliance with the Table F-1 CEQA streamlining requirements. This table addresses **Step 4: Identify Alternative Project Emissions Reduction Measures and Additional GHG Reductions**. This checklist is required only for projects that propose to use alternative GHG emissions reduction measures.

Table F-1: General Plan and 2045 CAP CEQA Streamlining Requirement Checklist

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
Step 1: Demonstrate Consistency with the General Plan Growth Projections		
1. The Project is Consistent with the General Plan Growth Projections The growth projections included in the General Plan were used in the 2045 CAP to estimate unincorporated Los Angeles County GHG emissions over time. Therefore, projects must be consistent with the General Plan to comply with the CEQA streamlining requirements. To determine a project's consistency with the General Plan growth projections, please answer the following question and provide an explanation with supporting documentation. Is the proposed project consistent with the existing land use designation of the Land Use Element and the 2021 Housing Element Update? If "Yes," proceed to Step 2: Determine Whether the Project Screens Out of Certain CEQA Streamlining Requirements below. If "No," the proposed project may not streamline its GHG impacts analysis by using the 2045 CAP's EIR and must prepare a comprehensive project-specific analysis of GHG emissions and impacts pursuant to CEQA.	<i>Describe how the project is consistent with the General Plan growth projections. Provide additional supporting documentation as an attachment as needed.</i> OR, <i>Explain why the project is not consistent with the General growth projections, and whether the project would include a General Plan amendment. If the project includes a General Plan amendment, STOP HERE.</i>	☐ Yes ☐ No
Step 2: Determine Whether the Project Screens Out of Certain the CEQA Streamlining Requirements		
Certain projects may screen out of the 2045 CAP Checklist <u>2045 CAP CEQA Streamlining Checklist</u> Requirements if they meet the following screening criteria criterion. Does the project achieve net zero GHG emissions? The project must conduct a comprehensive project-specific analysis of all GHG emissions, sinks, and removals, consistent with all CEQA guidelines and standard practice for modeling GHG emissions for projects, to demonstrate that the project achieves net zero GHG emissions. If "Yes," the project would comply with the CEQA streamlining requirements and no additional analysis is needed (no project-specific GHG impact analysis would be required). If "No," proceed to Step 3: Demonstrate Compliance with the CEQA Streamlining Requirements below.	<i>If "Yes," attach to this checklist the estimated project GHG emissions. Provide supporting calculation files and documentation for this analysis. If the proposed project is determined to result in net zero GHG emissions, STOP HERE.</i> <i>If "No," proceed to Step 3 below.</i>	☐ Yes ☐ No

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
Step 3: Demonstrate Compliance with the CEQA Streamlining Requirements		
Energy Supply		
1. TIER 1: Sunset Oil and Gas Operations For any project involving the decommissioning, replacement, retrofit, or redesign of infrastructure or facilities associated with the oil and gas industry, including energy generation (i.e., cogen), the project must: A) Comply with the Oil Well Ordinance (Title 22). B) Reduce fossil fuel-based emissions by at least 80% compared to existing conditions. C) If the project site includes existing active and abandoned oil wells, examine all wells for fugitive emissions of methane. Reduce such existing emissions by a minimum of 80%. D) To reduce any residual fossil fuel-based emissions generated by the project, incorporate carbon removal technologies including direct air capture and carbon and sequestration, as feasible. Supports 2045 CAP Measures (and Actions): ES1 (ES1.1, ES1.2, ES1.3)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> <i>OR,</i> <i>Describe why this action is not applicable to your project.</i> <i>OR,</i> <i>Describe why such actions are infeasible and identify the alternative measure proposed as a replacement strategy (provide additional documentation as described below).</i> <i>IN ADDITION, provide documentation of the project's ability to reduce fossil fuel-based emissions, including fugitive methane emissions.</i> <i>Provide the number of oil and gas operations/wells closed. Provide documentation of any carbon removal technologies incorporated at the project site.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed
2. TIER 1: Utilize 100% Zero-Carbon Electricity The project must utilize 100% zero-carbon electricity on-site. The project must comply with one of the following options: A) Install on-site renewable energy systems or participate in a community solar program to supply 100% of the project's estimated energy demand to the maximum extent feasible. B) Participate in Southern California Edison at the Green Rate level (i.e., 100% carbon-free electricity) for all electricity accounts associated with the project until SCE provides 100% carbon-free electricity for all accounts by default. C) Participate in the Clean Power Alliance at the Clean Rate level (i.e., 100% carbon-free electricity) for all electricity accounts associated with the project until CPA provides 100% carbon-free electricity for all accounts by default. D) A combination of #1, #2, and #3 above such that 100% of the project's electricity consumption is supplied by zero-GHG emission sources of power generation, whether by utilities or by on-site electricity generation or both. Supports 2045 CAP Measures (and Actions): ES2 (ES2.1, ES2.2), ES3 (ES3.1, ES3.2, ES3.3, ES3.4, ES3.5, ES3.6)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> <i>OR,</i> <i>Describe why this action is not applicable to your project.</i> <i>OR,</i> <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below)</i> <i>IN ADDITION, provide the project's anticipated electricity demand, the project's participation and opt-out rates for SCE's Green Rate and CPA's Clean Rate electricity rate options used by tenants; and the total kW of solar PV panels installed at the project site.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
Transportation		
3. Meets Transportation Screening Criteria For <u>development projects</u>, does the project: A) have no retail component and generate a net increase of less than 110 daily vehicle trips? If "Yes," skip streamlining requirements #4, #5, #12, #13, and #14 below. Please complete items #6 through #11 below. If "No," proceed to item (B) below. For <u>development projects</u>, does the project: B) have a retail component and contains retail uses that do not exceed 50,000 square feet of gross floor area? If "Yes," skip streamlining requirements #4, #5, #12, #13, and #14 below. Please complete items #6 through #11 below. If the project contains retail and is mixed use, proceed to item (C) below. If "No," proceed to item (C) below. For <u>development projects</u>, does the project: C) have a residential component and 100% of the units, excluding manager's units, are set aside for lower income households? If "Yes," skip streamlining requirements #4, #5, #12, #13, and #14 below. Please complete items #6 through #11 below. If the project contains retail and is mixed use, proceed to item (D) below. If "No," proceed to item (D) below. For <u>development projects</u>: D) Is the project located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor <u>and</u>: i. has a Floor Area Ratio greater than 0.75? ii. provides less parking than required by the Los Angeles County Code? iii. is consistent with the Southern California Association of Governments (SCAG) Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)? iv. does not replace residential units set aside for lower income households with a smaller number of market-rate residential units? If "Yes," skip streamlining requirements #4, #5, #12, #13, and #14 below. Please complete items #6 through #11 below. If "No," proceed to streamlining requirement #3 below. For <u>transportation projects</u>, does the project meet <u>one</u> of the following transportation screening criteria?	<i>Describe which project compliance options from the leftmost column you are implementing.</i> <i>OR,</i> <i>Describe why such actions are infeasible and identify the alternative measure(s) proposed as an alternative strategy (provide additional documentation as necessary).</i>	☐ Yes ☐ No

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
A) The project would not include the addition of through traffic lanes on existing or new highways, including general-purpose lanes, high-occupancy vehicle (HOV) lanes, peak-period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than 1 mile in length designed to improve roadway safety). B) The project would reduce roadway capacity and VMT. If “Yes,” skip streamlining requirements #4, #5, #12, #13, and #14 below. Please complete items #6 through #11 below. If “No,” proceed to streamlining requirement #4 below. Supports 2045 CAP Measures (and Actions): T1 (T1.1, T1.2)		
4. TIER 1: Increase Density Near High-Quality Transit Areas If the project is located within a High Quality Transit Area (HQTa), it must achieve a minimum of 20 dwelling units (DU) per acre, consistent with the Housing Element Rezoning Program. If the project is not located within an HQTa, it must locate residential and employment centers within 1 mile of an HQTa. Supports 2045 CAP Measures (and Actions): T1 (T1.1, T1.2)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed as a replacement strategy (provide additional documentation as described below).</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed
5. TIER 1: Incorporate Bicycle and Pedestrian Infrastructure The project must incorporate pedestrian and bicycle infrastructure into its design: A) Provide pedestrian facilities and connections to public transportation consistent with the Pedestrian Action Plan, Active Transportation Plans, and Vision Zero Action Plan, and any other relevant governing plan. B) Provide bicycle facilities consistent with the Bicycle Master Plan, Active Transportation Plans, and Vision Zero Action Plan, and any other relevant governing plan, and meet or exceed minimum standards for bicycle facilities in the Zoning Code and CALGreen Code. C) Increase sidewalk coverage to improve pedestrian access. D) Improve degraded or substandard sidewalks. E) Incorporate best practices to ensure pedestrian infrastructure is contiguous and links externally with existing and planned pedestrian facilities; best practices include high-visibility crosswalks, pedestrian hybrid beacons, and other pedestrian signals, mid-block crossing walks, pedestrian refuge islands, speed tables, bulb-outs (curb extensions), curb ramps, signage, pavement markings, pedestrian-only connections and districts, landscaping, and other improvements to pedestrian safety.	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed as a replacement strategy (provide additional documentation as described below)</i> <i>IN ADDITION, provide the length and/or amount of bicycle and pedestrian infrastructure incorporated, such as feet or miles of bikeways.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
F) Minimize barriers to pedestrian access and interconnectivity, such as walls, landscaping buffers, slopes, and unprotected crossings. G) Provide bicycle facilities for new and expanded buildings, new dwelling units, change of occupancy, increase of use intensity, and added off-street vehicle parking spaces. H) Provide short- and long-term (secure) bicycle parking for at least 5% of motorized vehicle capacity and nothing less than CALGreen Code requirements, whichever is more restrictive. I) Support the County's goal to increase bikeway miles by 300 percent by 2030 (including Class I bike paths, Class II bike lanes, and Class III bike routes). Supports 2045 CAP Measures (and Actions): T3 (T3.1, T3.2, T3.3)		
6. TIER 1: Comply with the County Transportation Demand Management (TDM) Ordinance The Project must comply with the TDM ordinance at the time of project approval. This may include preferential carpool/vanpool parking, bicycle parking, and shower facilities and locker rooms; trip reduction plans; transit-supportive infrastructure development; and similar strategies. Comply with any applicable VMT reduction target and incorporate any required monitoring mechanisms for development, subject to the ordinance. Supports 2045 CAP Measures (and Actions): T4 (T4.5)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below)</i> <i>IN ADDITION, provide the number of employers participating in the TDM program, the total trip reduction goals for the project's TDM program, and the total trips and VMT reduced via the project's TDM program.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed
7. TIER 1: Comply with the County's Transportation Impact Guidelines The project must comply with the County's current Transportation Impact Analysis (TIA) Guidelines. Projects may screen out if they meet certain criteria, such as being located in a transit priority area or local-serving retail development less than 50,000 square feet. Projects that do not screen out must meet the VMT efficiency metrics identified by the TIA Guidelines (e.g., daily VMT per capita for residential projects that is 16.8% below the existing residential VMT per capita for the Baseline Area in which the project is located) and quantitatively demonstrate how these metrics are achieved, pursuant to the TIA Guidelines requirements. Supports 2045 CAP Measures (and Actions): T1, T2, T3, T4, T5	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed strategy (provide additional documentation as described below).</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
8. TIER 1: Incorporate Electric Vehicle Charging Infrastructure The project must incorporate zero-emission vehicle (ZEV) infrastructure and incentives into its design as follows: A) Comply with any CALGreen Code requirement, County ordinance, building code, or condition of approval that requires a certain amount of electric vehicle (EV) charging infrastructure (EVCSS) and readiness. This may include minimum requirements for EV charging stations, EV-capable parking spaces, and EV-ready parking spaces. B) Comply with any provisions and requirements in the forthcoming Zero Emission Vehicle Master Plan.¹ C) Include electric options for promoting active transportation, such as electric scooters and e-bikes. D) Provide education and outreach to tenants and occupants about the benefits of ZEVs and the project's EV infrastructure. Supports 2045 CAP Measures (and Actions): T6 (T6.1, T6.2, T6.3, T6.4, T6.5, T6.6, T6.7)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below)</i> <i>IN ADDITION, provide the number of ZEVs in the project's tenant's and vendor fleet, if available; the number of public and private EVCSS installed; and the number of scooters/e-bikes available to tenants.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed
9. TIER 1: Decarbonize Trucks For projects that include goods movement facilities and/or warehouses, the project must incorporate freight decarbonization technologies and infrastructure, including: A) Comply with any CALGreen Code requirement, County ordinance, building code, or condition of approval that requires a certain amount of EV charging infrastructure and readiness for goods movement facilities and trucks. B) Provide EVCSS at all new warehouse loading docks. C) Comply with any provisions and requirements in the forthcoming Zero Emission Vehicle Master Plan related to goods movement. D) Implement freight decarbonization technologies along highway corridors. E) For all goods movement facilities, install alternative fueling infrastructure such as EVCSS, green hydrogen fueling stations, and/or biomethane fueling stations. F) Comply with any established zero-emission delivery zones. Supports 2045 CAP Measures (and Actions): T8 (T8.1, T8.2, T8.3, T8.4, T8.5)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below).</i> <i>IN ADDITION, provide the number of ZEV trucks in the project's tenant's and vendor fleet if available and the number EVCS installed.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
10. TIER 1: Incorporate Zero-Emission Technologies for Off-Road Vehicles & Equipment The project must: A) Prohibit the use of small equipment powered by gasoline, diesel, propane, or other fossil fuels, including lawn and garden equipment and outdoor power equipment, for all tenants and owners. B) Provide educational materials to tenants regarding the SCAQMD Electric Lawn and Garden Equipment Incentive and Exchange Program, Commercial Lawn & Garden Battery Buy-Down Rebate Program, the Residential Lawn Mower Rebate Program, the new requirements of AB 1346, and any other available options and incentives for purchasing zero-emission equipment, including rebates and subsidies offered by CARB, the County, or other agencies and entities. C) Use electric and zero-emission construction equipment during project construction to the maximum extent feasible. Such equipment shall include forklifts, manlifts, loaders, welders, saws, pumps, fixed cranes, air compressors, sweepers, aerial lifts, pressure washers, and other small equipment. At minimum, the project must use off-road construction equipment that meet CARB Tier 4 Final engine emission standards. D) Use electric and zero-emission agriculture and manufacturing equipment to the maximum extent feasible. These requirements must be stipulated in the contract specifications for the project's construction and for the project's future tenants and any landscaping contracts for the property or tenants. Supports 2045 CAP Measures (and Actions): T9 (T9.1, T9.2, T9.3)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> <i>OR,</i> <i>Describe why this action is not applicable to your project.</i> <i>OR,</i> <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below).</i> <i>IN ADDITION, provide off-road vehicle and equipment fleet count, type, and fuel type, as available.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed
11. TIER 1: Electrify County Fleet Vehicles (for municipal projects only) For all new municipal projects and facilities that include the purchase or operation of new fleet vehicles, including public transit buses and shuttles, all such fleet vehicles must be ZEVs. Supports 2045 CAP Measures (and Actions): T7 (T7.1, T7.2)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> <i>OR,</i> <i>Describe why this action is not applicable to your project.</i> <i>OR,</i> <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below).</i> <i>IN ADDITION, provide the number of new ZEV buses and the total ZEV percentage of the project's fleet.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
12. TIER 2: Achieve a High Jobs/Housing Balance For projects with nonresidential development, the Project must incorporate the following design elements: A) Support the County's goal to achieve a job density of 300 jobs per acre. Supports 2045 CAP Measures (and Actions): T2 (T2.1)	<i>Describe how the project will achieve a job density of 300 jobs per acre.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR <i>Describe why such actions are not incorporated into your project.</i> <i>IN ADDITION, provide the job density of the project in terms of jobs per acre.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply
13. TIER 2: Encourage Transit, Active Transportation, and Alternative Modes of Transportation For transit projects only, incorporate the following: A) Expand and improve frequency of existing network of County shuttles. B) Install bus-only lanes and signal prioritization along major thoroughfares. C) Install full bus rapid transit infrastructure along priority corridors. For all other projects, incorporate the following: A) Provide new mobility services, such as micro transit, autonomous delivery vehicles, and on-demand autonomous shuttles, in unincorporated Los Angeles County. B) Offer free transit passes for students, youth, seniors, disabled, and low-income populations. C) Implement telecommuting by project tenants and residents. D) Establish temporary and permanent car-free areas at the project site. Supports 2045 CAP Measures (and Actions): T4 (T4.1, T4.2, T4.3, T4.6, T4.7, T4.8, T4.10)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are not incorporated into your project.</i> <i>IN ADDITION, for transit projects, provide the size of area served by transit, the number of employees and residents served by transit, the transit service frequency and headways, the increase in headways or frequencies provided by the project, total transit service hours provided by transit, the number and length of bus-only lanes, and information on signal prioritization on transit routes implemented by the project.</i> <i>For non-transit projects, provide the number of residents within one-half mile of bus or active transportation services; information on any new mobility services offered, information on free transit passes offered, the number of employers participating in telecommuting programs, and the number and location of car-free areas provided by the project.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply
14. TIER 2: Implement Parking Limitations Projects should include the following characteristics: A) Shared and reduced parking strategies, such as shared parking facilities, carpool/vanpool-only spaces, shuttle facilities, EV-only spaces, and reduced parking below allowable amount B) Minimum amount of required parking C) Unbundled parking costs to reflect cost of parking D) Parking pricing to encourage "park-once" behavior E) Compliance with all County parking reform strategies and policies Supports 2045 CAP Measures (and Actions): T5 (T5.1)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions not incorporated into your project.</i> <i>IN ADDITION, provide the total number of parking spaces, carpool/vanpool-only spaces, shuttle facilities, EV-only spaces; information on parking costs and unbundling; and parking prices.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
Building Energy and Water		
15. TIER 2: Decarbonize Existing Buildings This action applies only to projects that include a retrofit, remodel, or redesign of an existing building. If the proposed project does not include a retrofit, remodel, or redesign, select "Not Applicable" in the <i>Project Complies</i> column. The project must incorporate the following design elements: A) Achieve zero GHG emissions for on-site energy use. B) Comply with all applicable Building Performance Standards.² C) Comply with all building carbon intensity limits.³ D) If the project is a major renovation, achieve ZNE and/or comply with the City's ZNE ordinance.⁴ Supports 2045 CAP Measures (and Actions): E1 (E1.1, E1.2, E1.3, E1.4, E1.5, E1.6)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below).</i> <i>IN ADDITION, provide the project's anticipated GHG emissions associated with on-site energy consumption (i.e., natural gas use and electricity use) and the number of existing buildings transitioned to zero-GHG buildings.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed
16. TIER 2: Decarbonize New Buildings For projects under construction before 2030, the project must achieve zero GHG emissions for on-site energy use, and/or comply with the County's building decarbonization ordinance, unless the project meets specific exemptions identified in the ordinance.⁵ For projects under construction after 2030, the project must be zero-net-energy (ZNE) and achieve zero GHG emissions for on-site energy use, and/or comply with the County's ZNE ordinance, unless the project meets specific exemptions identified in the ordinance.⁶ Supports 2045 CAP Measures (and Actions): E2 (E2.1, E2.2, E2.3)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below).</i> <i>IN ADDITION, provide the number and square footage of zero GHG emission buildings built, all ZNE buildings built, and the total GHG emissions anticipated for all buildings.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
17. TIER 1: Increase Building Energy Efficiency This action applies only to projects that include a retrofit of an existing building. If the proposed project does not include a retrofit, select "Not Applicable" in the <i>Project Complies</i> column. The project shall incorporate the following energy efficiency measures into the design: A) Comply with all applicable building performance standards.⁷ B) Incorporate strategic energy management programs to reduce building energy demands. C) Conduct an energy audit or benchmarking analysis to identify potential energy savings opportunities and implement such opportunities. D) Achieve CALGreen Code Tier 2 or voluntary building energy measures as they apply to the retrofit. E) Replace existing appliances with higher-efficiency models. F) Install heat-trapping surfaces to cool or green surfaces, as feasible. G) Participate in SoCalREN, SCE, CPA, or other energy efficiency programs. H) Conduct other energy efficiency retrofits. I) Achieve zero-net-energy, if feasible. Supports 2045 CAP Measures (and Actions): E4 (E4.1, E4.2, E4.3)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below).</i> <i>IN ADDITION, provide the total number of energy retrofits performed, the building size (square footage) retrofit, the total project energy use and anticipated energy savings through retrofits, and the number and area of cool and green roofs installed.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed
18. TIER 1: Implement Water Use Efficiency and Water Conservation The project must comply with the current water conservation ordinance in place, including any requirements for LEED or Sustainable SITES standards.⁸ The project must also incorporate water use efficiency and conservation measures, including: A) High-efficiency appliances/fixtures to reduce water use, and/or include water-efficient landscape design B) CALGreen Code Tier 1 and Tier 2 voluntary water conservation measures C) Low-flow or high-efficiency water fixtures D) Water-efficient landscapes with lower water demands than required by the DWR 2015 Model Water Efficient Landscape Ordinance E) Drought-tolerant and native plant species only F) A comprehensive water conservation strategy G) Educational materials provided to future tenants and building occupants about water-saving behaviors and water-conserving landscaping	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below).</i> <i>IN ADDITION, provide the project's estimated total water consumption (in GPCD or total gallons), the square footage of buildings that are water-neutral, and the project's building size (square footage).</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
Supports 2045 CAP Measures (and Actions): E6 (E6.1, E6.2, E6.3, E6.4, E6.5)		
19. TIER 2: Reduce the Life-Cycle Carbon Intensity of Building Materials and Phase Out the Use of High-GWP Refrigerants The project must incorporate the following design elements to the maximum extent feasible: A) For projects that are not fully electric, incorporate biomethane into the natural gas mix in place of traditional natural gas. B) Use negative-carbon concrete for all construction. C) Use low-GWP refrigerants and fire suppression equipment for all uses on-site. D) Comply with all County codes and ordinances regarding building material carbon intensity and high-GWP refrigerants and other gases. Supports 2045 CAP Measures (and Actions): E3 (E3.1, E3.2, E3.3, E3.4)	Describe which project compliance options from the leftmost column you are implementing. OR, Describe why this action is not applicable to your project. OR, Describe why such actions are not incorporated into your project. IN ADDITION, provide the amount of biomethane used by the project, the quantify of negative-carbon concrete for construction, and the quantity of low-GWP refrigerants and fire suppression equipment used.	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply
20. TIER 2: Use Energy Storage and Microgrids The project must incorporate the following design elements to the maximum extent feasible: A) Install energy storage systems. B) Use a building-scale or community microgrid to support demand management and peak shaving. Supports 2045 CAP Measures (and Actions): ES4 (ES4.1, ES4.2, ES4.3, ES4.4, ES4.5)	Describe which project compliance options from the leftmost column you are implementing. OR, Describe why this action is not applicable to your project. OR, Describe why such actions are not incorporated into your project IN ADDITION, provide the total kW of energy storage capacity installed and operational information for any microgrids utilized, if applicable.	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply
21. TIER 2: Use Recycled Water and Graywater for Non-potable Uses and Include Rainfall Capture The project must implement water reuse strategies onsite through the following design elements: A) Require use of reclaimed/recycled water and/or graywater for outdoor uses. B) Install residential graywater systems that meet appropriate regulatory standards. C) Install rainfall capture systems. D) Install dual plumbing for the use of recycled water. Supports 2045 CAP Measures (and Actions): E5 (E5.1, E5.2, E5.3, E5.4)	Describe which project compliance options from the leftmost column you are implementing. OR, Describe why this action is not applicable to your project. OR, Describe why such actions are not incorporated into your project IN ADDITION, provide the amount of reclaimed/recycled water and/or graywater used by the project.	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
Waste		
22. TIER 1: Compost Organic Materials The project must comply with all state and local requirements for composting and organic waste collection, including but not limited to Chapter 20.91 (Mandatory Organic Waste Disposal Reduction Ordinance) of the Los Angeles County Code, including all County requirements pursuant to AB 1826 and SB 1383. The project must also: A) Provide proper storage, collection, and loading of organics in a manner that is convenient and safe for all users of the building. Ensure there are sufficient sizes of collection containers for organics. Containers must be kept clean, be clearly labeled, and are co-located next to any other solid waste receptacles. Ensure sufficient pick-up of collection containers to meet the needs of the occupants. B) Include space for multi-stream collection containers for both recycling and organics in any location where a solid waste container is traditionally housed. This includes both outdoor collection containers serviced by a waste hauler or indoor collection containers utilized by occupants. Provide educational material and training to occupants and tenants in how to properly separate organics from all other solid waste and place organics in a separate container designated for organics. C) Ensure that all project occupants and tenants will separate compostables from all other refuse and place compostables in a separate container designated for composting. D) Require that all single-use food service ware (plates, bowls, cups) and accessories (straws, utensils, condiment cups) used by tenants at the project site be BPI certified compostable fiber, except where certain materials may be deemed medically necessary or necessary to ensure equal access for persons with disabilities. E) Require that any single-use accessories (straws, utensils, condiment cups) be only available on demand. F) Ensure that containers are audited annually to ensure proper service levels and to check for contamination. Report findings back to occupants within 30 days and to the County as requested. G) Work with the waste hauler to provide educational materials to tenants on at least an annual basis. H) Provide compliance data to the County as required for any current auditing program. Supports 2045 CAP Measures (and Actions): W1 (W1.1, W1.2) and W2 (W2.1, W2.2, W2.5)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> <i>OR,</i> <i>Describe why this action is not applicable to your project.</i> <i>OR,</i> <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below).</i> <i>IN ADDITION, provide the project's estimated organic waste generation (tons), the amount of organic waste sent to landfills, and the amount of organic waste generated by the project which is diverted from landfills.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
23. TIER 1: Recycle Recyclable Materials The project must comply with all state and local requirements for recycling, also including but not limited to Section 20.72.170 (Recyclable Materials Collection Program) of the Los Angeles County Code and all County requirements pursuant to AB 341 and AB 1826. The project must also: A) Comply with any zero waste ordinance in place at the time of project approval. B) Comply with all Mandatory Construction & Demolition (C&D) Recycling Program Requirements, including Chapter 20.87 (Construction and Demolition Debris Recycling and Reuse). C) Provide substantial storage, collection, and loading of recyclables in a manner that is convenient and safe for all users of the building. Ensure there are sufficient sizes and amount of collection containers for recyclables. Containers must be kept clean, be clearly labeled, and are co-located next to any other solid waste receptacles. Ensure sufficient pick-up of collection containers to meet the needs of the occupants. D) Include space for multi-stream collection containers in any location where a solid waste container is traditionally housed. This includes both outdoor collection containers serviced by a waste hauler or indoor collection containers utilized by occupants. Provide educational materials and training to occupants and tenants in how to properly separate recyclables from all other solid waste and place recyclables in a separate container designated for recycling. E) Ensure that all project occupants and tenants separate recyclables from all other refuse and place recyclables in a separate container designated for recycling. F) Require that all single-use food service ware (plates, bowls, cups) and accessories (straws, utensils, condiment cups) used by tenants at the project site be BPI certified compostable fiber, except where certain materials may be deemed medically necessary or necessary to ensure equal access for persons with disabilities. G) Require that any single-use accessories (straws, utensils, condiment cups) be only available on demand. H) Ensure that containers are audited annually to ensure proper service levels and to check for contamination. Report findings back to occupants within 30 days and to the County as requested. I) Work with the waste hauler to provide educational materials to tenants on at least an annual basis. J) Provide compliance data to the County as required for any current auditing program. Supports 2045 CAP Measures (and Actions): W1 (W1.1, W1.3)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> <i>OR,</i> <i>Describe why this action is not applicable to your project.</i> <i>OR,</i> <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below).</i> <i>IN ADDITION, provide the total C&D tonnage recycled and/or diverted from landfills, the project's estimated recyclable waste generation (tons), the amount of recyclable waste sent to landfills, and the amount of recyclable waste generated by the project which is diverted from landfills.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
24. TIER 2: Incorporate On-Site Composting, Mulching, and/or Anaerobic Digestion The project may incorporate organic waste processing capabilities, such as composting, mulching, or anaerobic digestion facilities (where applicable). Collaborate with PW and waste agencies to share organic processing information with interested parties. Supports 2045 CAP Measures (and Actions): W2 (W2.2, W2.3, W2.4)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are not incorporated into your project.</i> <i>IN ADDITION, provide information on any anaerobic digestion facilities constructed including their capacity and the amount of organic waste digested and converted to electricity, and the project's total energy generation from organic waste.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply
Agriculture, Forestry, and Other Land Use (AFOLU)		
25. TIER 1: Incorporate Tree Plantings and Expand Urban Forest Cover The project must: A) Enhance and expand urban forest cover and vegetation by planting trees and other vegetation. All trees and vegetation planted must be drought-tolerant or California native trees and plants. B) Comply with the Urban Forest Management Plan. C) Replace all native trees removed by the project with an equal or greater number of new trees. D) To the extent feasible, incorporate equitable urban forest practices and prioritize: i. Tree- and park-poor communities ii. Climate and watershed-appropriate and drought/pest-resistant vegetation iii. Appropriate watering, maintenance, and disposal practices iv. Shading v. Biodiversity Supports 2045 CAP Measures (and Actions): A3 (A3.1, A3.2, A3.3)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below).</i> <i>IN ADDITION, provide the total number of trees planted, the total tree canopy cover, the project's total green space area, and the area of impervious surface converted to pervious surfaces.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
26. TIER 2: Conserve Forests, Woodlands, Shrublands, Grasslands, Desert, and other Carbon-Sequestering Wildlands and Working Lands For all projects involving the preservation, conservation, and restoration of agricultural lands, working lands, rangelands, forest lands, wetlands, and other wildlands in unincorporated Los Angeles County, the project may: A) Support the use of public and private land for urban and peri-urban agriculture, such as community gardens, and including urban vertical surfaces. B) Conserve and restore natural forest lands, wetlands and wildlands through land acquisitions and conservation easements. C) Preserve existing agricultural and farmlands, including those mapped as Agricultural Resource Areas. Expand adjoining areas to enlarge farmland area. D) Actively manage forests to reduce wildfire risk and prevent carbon loss in forest lands. Supports 2045 CAP Measures (and Actions): A1 (A1.1 and A1.2)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are not incorporated into your project.</i> <i>IN ADDITION, provide the total number of acres preserved, conserved, and restored by land type, the number and size of community gardens added, the amount of vertical surface converted, and the acres of forest land managed for wildfire risk reduction and carbon stock savings if applicable.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply
27. TIER 2: Implement Regenerative Agricultural Practices For all agricultural projects, the project may: A) Utilize fallow and field resting practices to reduce bare-fallow land by adding cover crops and promoting crop rotation for active agricultural sites to improve soil quality and limit risks of nutrient erosion, pollutant runoff, and yield reduction. B) Implement a carbon farming plan with the primary objectives of carbon removal and regenerative agriculture. C) Use compost and/or organic fertilizer. Supports 2045 CAP Measures (and Actions): A2 (A2.1, A2.2)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are not incorporated into your project.</i> <i>IN ADDITION, provide the quantity of synthetic fertilizers and compost used / applied, the number of acres of cover crops using regenerative agricultural techniques, the tonnage of fertilizer/compost produced each year.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
NOTES: Abbreviations: 2045 CAP = 2045 Los Angeles County Climate Action Plan; AB = Assembly Bill; AFOLU = Agriculture, Forestry, and Other Land Use; C&D = Construction & Demolition; CALGreen Code = California Green Building Standards Code; CAP = Climate Action Plan; CARB = California Air Resources Board; CEQA = California Environmental Quality Act; County = County of Los Angeles; CPA = Clean Power Alliance; DU = dwelling unit(s); DWR = California Department of Water Resources; EIR = environmental impact report; EV = electric vehicle; EVCS = electric vehicle charging station; General Plan = Los Angeles County General Plan 2035; GHG = greenhouse gas; GWP = global warming potential; HOV = high-occupancy vehicle; HQT = High Quality Transit Area; kW = kilowatts; LEED = Leadership in Energy and Environmental Design; MWELO = Model Water Efficient Landscape Ordinance; PV = photovoltaic; PW = Los Angeles County Department of Public Works; 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; SoCalREN = Southern California Regional Energy Network; TDM = transportation demand management; TIA = Transportation Impact Analysis; VMT = vehicle miles traveled; WUI = wildland urban interface; ZEV = zero-emission vehicle; ZNE = zero net energy. ¹ Although the County has not yet developed the Zero Emission Vehicle Master Plan, the County will develop such a Plan before 2030, pursuant to Implementing Action T6.1 in the 2045 CAP. ² Although the County has not yet developed building performance standards, the County will develop such a standard before 2030, pursuant to Implementing Action E1.1 in the 2045 CAP. ³ Although the County has not yet developed carbon intensity limits, the County will develop such a standard before 2030, pursuant to Implementing Action E1.2 in the 2045 CAP. ⁴ Although the County has not yet developed a ZNE ordinance, the County will develop such a standard before 2030, pursuant to Implementing Action E1.3 in the 2045 CAP. ⁵ Although the County has not yet developed a building decarbonization ordinance, the County will develop such an ordinance before 2030, pursuant to Implementing Action E2.1 in the 2045 CAP. ⁶ Although the County has not yet developed a ZNE ordinance, the County will develop such a standard before 2030, pursuant to Implementing Action E2.2 in the 2045 CAP. ⁷ Although the County has not yet developed building performance standards, the County will develop such a standard before 2030, pursuant to Implementing Action E4.1 in the 2045 CAP. ⁸ Although the County has not yet developed a net zero water ordinance, the County will develop such a standard before 2030, pursuant to Implementing Action E6.1 in the 2045 CAP. ⁹ Although the County has not yet developed building performance standards for building material carbon intensity and high-GWP refrigerants, the County will develop standards before 2030, pursuant to Implementing Actions E3.3 and E3.4 in the 2045 CAP.		

Table F-2: 2045 CAP Greenhouse Gas Emissions Reduction Alternative Measures

DESCRIPTION OF PROPOSED ALTERNATIVE MEASURE	DESCRIPTION OF GHG REDUCTION ESTIMATE
Alternative for 2045 CAP Compliance Requirement #: [Number] Emissions Sector: [transportation, building energy and water, waste, AFOLU, or other sector] Measure Description: [Describe the proposed project measure and why it is proposed]	<i>[Demonstrate the effectiveness of the proposed measure to reduce the project's GHG emissions. Include a description of how your measure will reduce emissions and provide supporting quantification documentation and assumptions. The GHG emissions reduction analysis must be consistent with all CEQA guidelines and standard practice for modeling GHG emissions for project measures and actions.]</i>
Alternative for 2045 CAP Compliance Requirement #: [Number] Emissions Sector: [transportation, building energy and water, waste, AFOLU, or other sector] Measure Description: [Describe the proposed project measure and why it is proposed]	<i>[Demonstrate the effectiveness of the proposed measure to reduce the project's GHG emissions. Include a description of how your measure will reduce emissions and provide supporting quantification documentation and assumptions. The GHG emissions reduction analysis must be consistent with all CEQA guidelines and standard practice for modeling GHG emissions for project measures and actions.]</i>
Alternative for 2045 CAP Compliance Requirement #: [Number] Emissions Sector: [transportation, building energy and water, waste, AFOLU, or other sector] Measure Description: [Describe the proposed project measure and why it is proposed]	<i>[Demonstrate the effectiveness of the proposed measure to reduce the project's GHG emissions. Include a description of how your measure will reduce emissions and provide supporting quantification documentation and assumptions. The GHG emissions reduction analysis must be consistent with all CEQA guidelines and standard practice for modeling GHG emissions for project measures and actions.]</i>
Alternative for 2045 CAP Compliance Requirement #: [Number] Emissions Sector: [transportation, building energy and water, waste, AFOLU, or other sector] Measure Description: [Describe the proposed project measure and why it is proposed]	<i>[Demonstrate the effectiveness of the proposed measure to reduce the project's GHG emissions. Include a description of how your measure will reduce emissions and provide supporting quantification documentation and assumptions. The GHG emissions reduction analysis must be consistent with all CEQA guidelines and standard practice for modeling GHG emissions for project measures and actions.]</i>
Alternative for 2045 CAP Compliance Requirement #: [Number] Emissions Sector: [transportation, building energy and water, waste, AFOLU, or other sector] Measure Description: [Describe the proposed project measure and why it is proposed]	<i>[Demonstrate the effectiveness of the proposed measure to reduce the project's GHG emissions. Include a description of how your measure will reduce emissions and provide supporting quantification documentation and assumptions. The GHG emissions reduction analysis must be consistent with all CEQA guidelines and standard practice for modeling GHG emissions for project measures and actions.]</i>
Alternative for 2045 CAP Compliance Requirement #: [Number] Emissions Sector: [transportation, building energy and water, waste, AFOLU, or other sector] Measure Description: [Describe the proposed project measure and why it is proposed]	<i>[Demonstrate the effectiveness of the proposed measure to reduce the project's GHG emissions. Include a description of how your measure will reduce emissions and provide supporting quantification documentation and assumptions. The GHG emissions reduction analysis must be consistent with all CEQA guidelines and standard practice for modeling GHG emissions for project measures and actions.]</i>

F.4 Offsite GHG Reduction Program Framework

Introduction

Action ES5.4 of the 2045 CAP would establish an Offsite GHG Emissions Reduction Program (Offsite Program) for new development to use as a GHG reduction or mitigation pathway for 2045 CAP compliance and to fund programs for reducing GHG emissions in the built environment. This program would allow new development to fund decarbonization programs for existing development to accelerate 2045 CAP measures and actions or go beyond 2045 CAP measures and actions. An Offsite GHG Emissions Reduction Program (Offsite Program) will be developed. Future projects that cannot achieve net-zero GHG emissions or are unable to comply with all required CEQA streamlining requirements would have the option to participate in the Offsite Program. The Offsite GHG Reduction Program could be used for projects that propose alternative GHG emissions reduction measures to those identified in Table F-1, or that propose to include additional GHG emissions reduction measures beyond those described in Table F-1. This program would allow project applicants to implement local projects that reduce GHG emissions in unincorporated Los Angeles County (referred to herein as *offsite projects*). Such offsite projects must not otherwise be required by law or regulation and would not have happened but for the requirements placed on the project by the 2045 CAP Checklist. 2045 CAP CEQA Streamlining Checklist.

Offsite GHG Reduction Program

~~Action ES5.4 of the 2045 CAP would establish an Offsite GHG Emissions Reduction Program for new development to use as a GHG reduction or mitigation pathway for 2045 CAP compliance and to fund programs for reducing GHG emissions in the built environment. This program would allow new development to fund decarbonization programs for existing development to accelerate 2045 CAP measures and actions or go beyond 2045 CAP measures and actions. The Offsite GHG Reduction Program could be used for projects that propose alternative GHG emissions reduction measures to those identified in Table F-1, or that propose to include additional GHG emissions reduction measures beyond those described in Table F-1. Once the Offsite GHG Reduction Program has been instituted by the County, project applicants will be able to use the program to complete Table F-2. Once established, the Offsite GHG Reduction Program should only be used after all feasible on-site GHG reduction measures are implemented at the project site to demonstrate compliance with the CEQA streamlining requirements. See Section F.4 for additional details.~~

This section represents a *framework* for the forthcoming Offsite Program; the actual program will be developed after the 2045 CAP is adopted.

CARB Guidance on Offsite GHG Reductions

As discussed in Section F.1, CARB supports “off-site GHG mitigation” in Appendix D of the 2022 Scoping Plan for projects that have implemented all feasible on-site GHG reductions: “If implementation of all feasible on-site GHG reduction measures is insufficient to reduce a project’s impact to a less-than-significant level, the State recommends that the lead agency next explore

options to fund or implement **local**, off-site direct GHG reduction strategies.”²⁶ The Offsite Program would achieve these goals.

Relationship to 2045 CAP Measures and Actions

The offsite projects that will be allowed in the program fall into two general categories:

1. Offsite projects *included* in the 2045 CAP’s measures and actions.
2. Offsite projects *not included* in the 2045 CAP’s measures and actions.

Offsite Projects Included in the 2045 CAP

This category represents projects (and the GHG emissions reductions they create) that *are* already included in the 2045 CAP’s measures and actions. An allowable offsite project could involve, for example, accelerating measures, actions, and/or programs that are already identified in the 2045 CAP by providing additional funding to that program. Such projects would not add new programs or actions not already included in the 2045 CAP; they would expand upon and/or accelerate these programs and actions. Example projects are discussed below.

Offsite Projects Not Included in the 2045 CAP

This category represents projects (and the GHG emissions reductions they create) that are *not* already included in the 2045 CAP’s measures and actions. An allowable offsite project could involve, for example, creating or funding programs for implementing new technologies (e.g., zero-emission construction equipment) or implementing new emissions reduction measures or actions not considered in the 2045 CAP. Example projects are discussed below.

Offsite Projects Not Eligible

Offsite projects that are implementing planned 2045 CAP measures and actions on the 2045 CAP’s identified timeline are not eligible for the Offsite Program. Additionally, an offsite project activity that would be mandated by any current or future ordinance (such as a future ZNE ordinance for new buildings) cannot be used in the Offsite Program.

Carbon offset credits are not permitted to be used as offsite projects. In other words, projects that generate carbon offset credits to be traded on a voluntary market registry are not permitted to be used in this program.

Location

All offsite projects must be located within the jurisdictional boundaries of unincorporated Los Angeles County. Therefore, emissions reductions achieved by such offsite projects will be accounted for in future GHG inventory updates and will contribute toward the emissions reduction targets, which are based on the jurisdictional boundaries of unincorporated Los Angeles County. See 2045 CAP Appendix A for a discussion of the inventory and forecast boundaries.

Offsite projects shall be in the following locations, in order of priority, to the extent available: (1) Within the neighborhood surrounding the project site; (2) within the greater surrounding

²⁶ California Air Resources Board. 2022. *2022 Scoping Plan for Achieving Carbon Neutrality*. Appendix D, “Local Actions.” November 16, 2022. Available: <https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf>. Accessed in January 2023.

community (i.e., town); (3) within the same Planning Area; and (4) in other Planning Areas, but within unincorporated Los Angeles County.

Standards

All offsite projects must achieve **six specific standards** to ensure that the GHG reductions produced by offsite projects are environmentally sound; namely that the GHG reductions be real, permanent, quantifiable, verifiable, enforceable, and additional, defined as follows:

- **Real** means that the offsite project's GHG reductions are the direct result of complete emissions accounting. In other words, *real* means that GHG reductions or GHG enhancements result from a demonstrable action or set of actions, and are quantified using appropriate, accurate, and conservative methodologies that account for all GHG emissions sources, GHG sinks, and GHG reservoirs within the offsite project boundary and account for uncertainty.²⁷
- **Permanent** means either that GHG reductions and GHG removal enhancements are not reversible, or that when GHG reductions and GHG removal enhancements may be reversible, mechanisms are in place to replace any reversed GHG emissions reductions and GHG removal enhancements to ensure that all credited reductions endure for at least 100 years.
- **Quantifiable** means the ability to accurately measure and calculate GHG reductions or GHG removal enhancements relative to an offsite project's baseline in a reliable and replicable manner for all GHG emissions sources, GHG sinks, or GHG reservoirs included within the offsite project boundary, while accounting for uncertainty. GHG emissions reductions from an activity must be rigorously quantified, and such GHG reductions would only be permitted in an amount that corresponds to the GHG emissions that have been quantified. GHG emissions accounting must be accurate and adhere to standardized quantification methodologies, which are discussed further below.
- **Verifiable** means that an offsite project's assertion of GHG emissions reductions is well documented and transparent, such that it lends itself to an objective review by an accredited verification body. The forthcoming Offsite Program itself may require third-party verification.²⁸
- **Enforceable** means the authority of the County to hold a particular party responsible to take appropriate action if any of the provisions of the Offsite Program are violated.
- **Additional** means that the offsite project is not otherwise required by law, regulation, or legally binding mandate, and none of the offsite project's GHG emissions reductions would otherwise occur. In other words, an offsite project activity is additional if it can be demonstrated that the activity would result in emissions reductions or removals exceeding what would be achieved in the absence of the incentive provided by the proposed project and the ~~2045 CAP Checklist~~2045 CAP CEQA Streamlining Checklist. Additionality is an

²⁷ In general, uncertainty should be accounted for by using conservative assumptions and/or parameter values that tend to underestimate, rather than overestimate, total GHG emissions reductions.

²⁸ Generally, third-party verification includes a review of all documentation, monitoring data, and procedures used to estimate GHG reductions, and culminate in the verification body's issuance of a report and statement that identifies the quantity of GHG reductions that can be issued to the offsite project. As part of the report and statement, the independent third party verifies that the offsite project has adhered to the pertinent protocol or methodology, to confirm that the offsite project's GHG reductions are real, permanent, quantifiable, enforceable, and additional.

important characteristic the Offsite Program because it indicates that the GHG reductions represent a net environmental benefit and a real reduction of GHG emissions and can thus be used to offset a project's new GHG emissions.

Proposed Process

If an applicant selects to use the Offsite Program as an alternative GHG emissions reduction measure beyond those described in Table F-1, a specific process must be followed. The process will consider the following topics, which are subject to modification by the County in the forthcoming Offsite Program.

Quantification: Project applicants shall provide evidence to the County showing that the offsite project(s) proposed achieve the amount of GHG emissions reductions required. Examples of such evidence include applicable methodologies associated with the GHG emissions reductions, quantification calculations, and supporting documentation.

Standards: Project applicants must demonstrate, with substantial evidence, that all six of the offsite project standards are met: *real, permanent, quantifiable, verifiable, enforceable, and additional*.

Enforcement: Project applicants shall obtain all necessary permits and approvals for implementation of the offsite project implementation and such materials shall be submitted to the County for review and approval before project approval.

Timing: Project applicants shall submit documentation to the County identifying the quantity of GHG emissions reductions required by the offsite project over a specific time frame to be identified in the Offsite Program (e.g., before project approval or permit issuance, over the course of buildout of the project).

Monitoring: Project applicants shall submit regular reports documenting the offsite project's achieved GHG emissions reductions over a specified time period (such as the previous or current calendar year).

Example Offsite Projects

- **Local building electrification programs:** Programs that target existing residential and commercial buildings in the project's vicinity for electrification, provided that such electrification actions are not already required by law or regulation, County building performance standards, or reach code requirements. For example, replacing a natural gas-fired heating, ventilation, and air conditioning system with an electric heat pump or replacing a gas stove with an induction cooktop.
- **Off-site EV chargers:** Programs that install EV charging stations, provided that such installations are not already required by law or regulation, or County reach code requirements and the forthcoming Zero Emission Vehicle Master Plan (Measure T6). For example, funding or directly installing EV chargers in multi-unit dwellings in disadvantaged or low-income areas, public locations (schools, libraries, city centers), workplaces, and key destinations (e.g., parks, recreation areas, sports arenas).
- **Local building solar programs:** Programs that target existing residential and commercial buildings in the project's vicinity for rooftop solar photovoltaic installations, provided that such installations are not already required by law or regulation, County building

performance standards, or reach code requirements. For example, funding or directly installing rooftop solar installations or community solar systems.

- **Energy storage and microgrids:** Funding for or direct implementation of a microgrid to balance generation from non-controllable renewable power sources, such as solar, with distributed, controllable generation, such as natural gas–fueled combustion turbines; or a strategically deployed battery storage system to make the grid more flexible by unlocking renewable energy and replacing fossil fuel–generated electricity, especially during peak hours. Such programs would be allowed provided they are not already required by law or regulation, County building performance standards, or reach code requirements.
- **Truck and bus electrification programs:** Funding for the purchase of zero-emission vehicle trucks and buses to replace existing fossil fuel–powered trucks and buses; coordination with local transportation agencies and school districts and replacement of diesel- or gasoline-fueled buses with less-polluting technologies such as compressed natural gas, electric, hybrid-electric, fuel cell, or other commercially available technologies. Such programs would be allowed provided they are not already required by law or regulation, County building performance standards, or reach code requirements.
- **Hydrogen fuel:** Funding for or programs that provide renewable hydrogen fueling stations to nearby truck fleets, such as at logistics warehouses, or other uses of renewable hydrogen fuel as a replacement for fossil fuels. Such programs would be allowed provided they are not already required by law or regulation, County building performance standards, or reach code requirements.

Environmental Impacts Pursuant to CEQA

Project applicants' CEQA documents would be required to disclose the impacts of any offsite projects that are proposed for funding or implementation. The Final PEIR for the 2045 CAP evaluates the potential environmental impacts of the 2045 CAP's measures and actions. For any offsite projects implemented via this program, then, to the extent that such projects include types of activities similar to those contemplated by the 2045 CAP's measures and actions, the resulting environmental impacts would be expected to be similar to those disclosed in the Final PEIR. Project applicants' CEQA documents may rely on the Final PEIR impact analysis for an offsite project similar to those contemplated by the 2045 CAP, unless a specific offsite project causes a new or substantially more severe impact for that project type not addressed in the Final PEIR.

Next Steps and Additional Guidance

This section represents a *framework* for the Offsite Program. The actual Offsite Program will be developed separately after the 2045 CAP is formally adopted and the Final PEIR is certified. Once the formal Offsite Program is developed, project applicants may use it to demonstrate compliance with the CEQA streamlining requirements as indicated above.

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APPENDIX F

2045 Climate Action Plan CEQA Streamlining Checklist

Purpose

The 2045 Climate Action Plan CEQA Streamlining Checklist (referred to herein as the *2045 CAP CEQA Streamlining Checklist*) can be used to provide a voluntary streamlined review process for analyzing the impacts of GHG emissions resulting from proposed discretionary projects that are subject to CEQA.

The 2045 CAP CEQA Streamlining Checklist may be updated administratively to incorporate new GHG emissions reduction techniques or to comply with later amendments to the 2045 CAP or local, state, or federal law.

Appendix F Organization

This appendix is organized into the following four sections:

Section F.1: Background

This section describes the rationale for the checklist and explains how it provides the mechanism for projects that wish to streamline environmental review of their GHG impacts using the 2045 CAP's PEIR pursuant to CEQA Guidelines Section 15183.5(b).

Section F.2: Checklist Instructions

This section includes the submittal requirements for applicants, the applicability of the 2045 CAP CEQA Streamlining Checklist, and instructions for completing the 2045 CAP CEQA Streamlining Checklist.

Section F.3: 2045 CAP CEQA Streamlining Checklist

This section includes the 2045 CAP CEQA Streamlining Checklist itself along with a table for reporting and documenting alternative project emissions reduction measures and additional GHG reductions.

Section F.4: Offsite GHG Reduction Program Framework

This section includes a framework for the County's forthcoming Offsite GHG Reduction Program. This program will be available for project applicants to use as an alternative GHG reduction measure to the CEQA streamlining requirements, by allowing applicants to fund or implement local projects that reduce GHG emissions within unincorporated Los Angeles County.

F.1 Background

2045 CAP CEQA Streamlining Checklist The growth projections outlined in the General Plan's Land Use and Housing Elements were used in the 2045 CAP to estimate unincorporated Los Angeles County's future emissions. Therefore, projects can use the 2045 CAP CEQA Streamlining Checklist if they are consistent with the Land Use Element. This consistency allows a project to streamline its analysis of GHG impacts by using the existing programmatic environmental review contained in the certified Final PEIR for the 2045 CAP. In doing so, pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to climate change resulting from the project's GHG emissions may be determined not to be cumulatively considerable. This approach is consistent with the recommendations of the California Air Resources Board (CARB) in the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) that "CEQA-qualified CAPs" can allow eligible

projects to streamline their determination of significance for GHG emissions.¹ It is also consistent with the Association of Environmental Professionals Climate Change Committee's best practices for tiering from qualified GHG reduction plans that demonstrate substantial progress toward meeting the next milestone statewide planning reduction target (i.e., a 40 percent reduction below 1990 levels by 2030 as set forth by SB 32).²

This 2045 CAP CEQA Streamlining Checklist provides a mechanism for projects to specifically identify "those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project" per Section 15183.5(b)(2) of the CEQA Guidelines.

GHG emissions associated with the construction of projects, including demolition and decommissioning activities, are generally orders of magnitude lower than operational GHG emissions. This is primarily because construction emissions are typically short in duration compared to the project's overall lifetime. Typically, construction GHG emissions are amortized over 30 years and added to a project's 30-year lifetime emissions total; after this amortization, construction GHG emissions usually represent a small fraction of a project's total annual emissions. It is generally difficult to enforce low-emission construction equipment because of the limited availability of zero-emission and near-zero-emission construction equipment, along with contracting requirements. In addition, the 2045 CAP quantifies GHG emissions from off-road construction activity at the unincorporated Los Angeles County level; these emissions are accounted for in the 2045 CAP's ability to achieve the 2030, 2035, and 2045 targets.

The 2045 CAP CEQA Streamlining Checklist also requires the use of electric and zero-emission construction equipment during project construction to the maximum extent feasible, to align with Measure T9. Therefore, construction emissions can be assessed qualitatively as part of related CEQA GHG emissions analysis. However, some projects may have long construction periods or entail substantial excavation and grading that could result in construction-related GHG emissions that may be considered significant. Thus, the County retains the discretion on a project-by-project basis to consider whether a project's construction-related GHG emissions could be cumulatively considerable and require a more detailed quantitative CEQA analysis and mitigation of GHG emissions.

Projects that elect not to use the 2045 CAP CEQA Streamlining Checklist for CEQA streamlining must prepare a comprehensive project-specific analysis of GHG emissions. The analysis must quantify existing and projected GHG emissions and it is strongly encouraged that the project incorporate all CEQA streamlining requirements in this 2045 CAP CEQA Streamlining Checklist, although this is not required. The 2045 CAP CEQA Streamlining Checklist may be updated to incorporate new GHG emissions reduction techniques or to comply with later amendments to the 2045 CAP or to local, state, or federal law.

2045 CAP Appendix B, *Emissions Forecasting and Reduction Methods*, provides the quantitative basis for CEQA streamlining requirements. This document demonstrates how, based on substantial

¹ California Air Resources Board. 2022. *2022 Scoping Plan for Achieving Carbon Neutrality*. Appendix D, "Local Actions." November 16, 2022. Available: <https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf>. Accessed in January 2023.

² Association of Environmental Professionals. 2016. *Final White Paper Beyond 2020 and Newhall: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California*. October 18, 2016. Available: https://califaep.org/docs/AEP-2016_Final_White_Paper.pdf.

evidence,³ implementing these CEQA streamlining requirements on a project-by-project basis will collectively achieve the 2045 CAP's target emissions level for projects by 2030 and 2035, as required by CEQA Guidelines Section 15183.5(b)(1)(D).

Alignment with the 2022 Scoping Plan

Appendix D of CARB's 2022 Scoping Plan provides guidance for local governments and lead agencies for how local climate action planning can support the State of California's climate goals.⁴ CARB reiterates that a CAP that has been adopted through the CEQA review process and meets the criteria specified in CEQA Guidelines Section 15183.5(b) for a "plan for the reduction of greenhouse gas emissions"—such as the 2045 CAP—is a "CEQA-qualified CAP" that can allow eligible projects to streamline their determination of significance for GHG emissions.

Streamlining CEQA GHG analysis for future projects by demonstrating consistency with a CAP involves evaluating whether a project demonstrates consistency with "all applicable GHG reduction measures identified in the CAP." CARB notes that such consistency can be determined by using CAP compliance checklists, which can be "included as part of the proposed project's CEQA analysis documenting the project's consistency with the CEQA-qualified CAP."

The 2045 CAP CEQA Streamlining Checklist is therefore consistent with CARB's guidance in the 2022 Scoping Plan as a valid way for discretionary projects to streamline their analysis of GHG impacts.

Recommended Project Attributes for Residential and Mixed-Use Projects

Appendix D of the 2022 Scoping Plan includes a list of "key project attributes" for residential and mixed-use projects. CARB states that if a project incorporates these attributes, the project would "accommodate growth in a manner consistent with State GHG reduction and equity prioritization goals" and would be "**clearly** consistent with the State's climate goals." Further, such projects would be "consistent with the Scoping Plan or other plans, policies, or regulations adopted for the purposes of reducing GHGs" and that therefore, "the GHG emissions associated with such projects may result in a less-than-significant GHG impact under CEQA."

Alternative Project Emissions Reduction Measures and Offsite GHG Reduction Programs

As discussed below under *Step 4: Identify Alternative Project Emissions Reduction Measures and Additional GHG Reductions*, project applicants may employ alternative GHG emissions reduction measures to serve as replacements for any CEQA streamlining requirement not feasible to implement at the project-level. Such replacement measures must meet specific criteria and be

³ CEQA Guidelines Section 15384 defines *substantial evidence* as "enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Whether a fair argument can be made that the project may have a significant effect on the environment is to be determined by examining the whole record before the lead agency. Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment does not constitute substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts."

⁴ California Air Resources Board. 2022. *2022 Scoping Plan for Achieving Carbon Neutrality*. Appendix D, "Local Actions." November 16, 2022. Available: <https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf>. Accessed in January 2023.

supported by substantial evidence that the measure would achieve the same or greater level of GHG emissions reductions as the CEQA streamlining requirement that it replaces.

CARB supports the idea of “off-site GHG mitigation” in Appendix D of the 2022 Scoping Plan for projects that have maxed out their on-site GHG reduction actions: “If implementation of all feasible on-site GHG reduction measures is insufficient to reduce a project’s impact to a less-than-significant level, the State recommends that the lead agency next explore options to fund or implement **local**, off-site direct GHG reduction strategies.”⁵

As discussed further below, Action ES5.4 of the 2045 CAP would establish an Offsite GHG Reduction Program for new development to use as a GHG reduction or mitigation pathway for 2045 CAP compliance and to fund programs for reducing GHG emissions in the built environment.

CARB cautions that such off-site measures must directly “offset” a project’s GHG emissions and must not be unrelated off-site measures that would occur independently of the proposed project. Lead agencies and project applicants must provide substantial evidence that a specific off-site mitigation measure is not otherwise required by law or regulation and would not have occurred “**but for** the requirement to mitigate a project’s GHG impacts.” CARB goes on to state the following:

There has been concern that GHG emission reductions from off-site GHG mitigation measures... may double count GHG emission reductions from California’s Cap-and-Trade program. However, off-site mitigation measures, such as EV [electric vehicle] charging or building efficiency retrofits, are viable options for mitigation under CEQA and would not be double counted, provided they are not otherwise required by law or regulation and would not have happened but for the mitigation requirements of the project. If the mitigation would have been implemented or required through another statute, regulation, existing local program, or requirement other than the project it is mitigating, then the project being mitigated may not also claim credit for the reductions.

F.2 Checklist Instructions

2045 CAP CEQA Streamlining Checklist Submittal Requirements

The 2045 CAP CEQA Streamlining Checklist shall accompany the project application for all projects and plans proposed within unincorporated Los Angeles County’s land use authority that are subject to CEQA. The 2045 CAP CEQA Streamlining Checklist is designed to assist in identifying the GHG emissions reduction actions and other applicable sustainability-focused requirements specific to a proposed project. However, it may be necessary to supplement the completed 2045 CAP CEQA Streamlining Checklist with supporting materials, calculations, or certifications to demonstrate compliance with all the applicable CEQA streamlining requirements in the 2045 CAP CEQA Streamlining Checklist. The 2045 CAP CEQA Streamlining Checklist shall be included in the respective project conditions of approval.

⁵ California Air Resources Board. 2022. *2022 Scoping Plan for Achieving Carbon Neutrality*. Appendix D, “Local Actions.” November 16, 2022. Available: <https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf>. Accessed in January 2023.

2045 CAP CEQA Streamlining Checklist Applicability

The 2045 CAP CEQA Streamlining Checklist allows for streamlined project-specific CEQA GHG analysis. The 2045 CAP CEQA Streamlining Checklist is only required if a project applicant wants to use CEQA streamlining for GHG impacts; it is not required if a project-level environmental analysis of GHG impacts is conducted. As such, the 2045 CAP CEQA Streamlining Checklist is voluntary. The 2045 CAP CEQA Streamlining Checklist cannot be used for projects requiring a General Plan amendment associated with land use density increases. Ministerial projects and projects that otherwise are exempt from CEQA are deemed to be consistent with the 2045 CAP, and no further review is necessary, with the exception of the residential infill categorical exemption (CEQA Guidelines Section 15195), for which projects are required to demonstrate consistency with the 2045 CAP through the 2045 CAP CEQA Streamlining Checklist if the applicant elects to use CEQA streamlining for GHG impacts. All projects using the 2045 CAP CEQA Streamlining Checklist for CEQA streamlining must demonstrate consistency with the General Plan growth projections. **If a project is not consistent with the General Plan growth projections, then the 2045 CAP CEQA Streamlining Checklist may not be used for CEQA streamlining.**

2045 CAP CEQA Streamlining Checklist Instructions

Project applicants shall complete the following **four steps** to demonstrate compliance with the 2045 CAP for a proposed project.

Step 1. Demonstrate consistency with the General Plan growth projections (**Table F-1**).

Step 2. Determine whether the project screens out of certain CEQA streamlining requirements (**Table F-1**).

Step 3. Complete the 2045 CAP CEQA Streamlining Checklist (**Table F-1**).

Step 4. Identify alternative project emissions reduction measures and additional GHG reductions (**Table F-2**), as needed.

All projects must complete **Step 1: Demonstrate Consistency with the General Plan Growth Projections** and **Step 2: Determine Whether the Project Screens Out of Certain CEQA Streamlining Requirements**. Projects that do not meet the screening criteria must complete **Step 3: Complete the 2045 CAP CEQA Streamlining Requirements**. Projects that cannot meet all CEQA streamlining requirements shown in Table F-1 must also complete **Step 4: Identify Alternative Project Emissions Reduction Measures and Additional GHG Reductions** (**Table F-2**) to describe alternative GHG emissions reduction measures that serve as replacements to any CEQA streamlining requirements not met by the project.

The following process, illustrated in **Figure F-1**, explains how to demonstrate consistency of a project with the 2045 CAP's GHG emissions reduction measures and actions, and thereby streamline the project's GHG impacts analysis by tiering from the certified Final PEIR for the 2045 CAP.

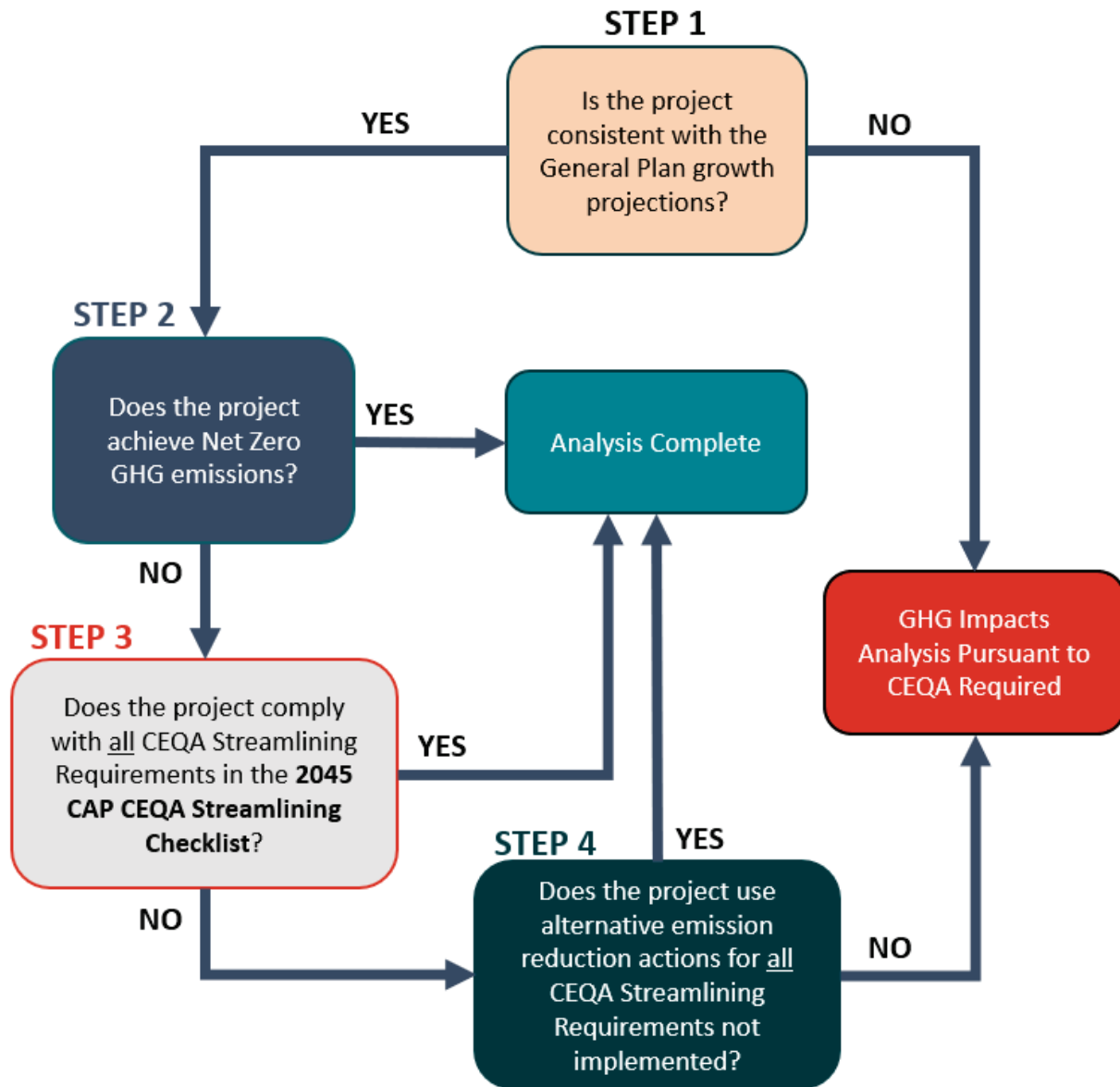


Figure F-1: Determining Consistency with the 2045 CAP for CEQA Streamlining

Step 1: Demonstrate Consistency with the General Plan Growth Projections

All projects must demonstrate consistency with the General Plan growth projections. **If a project is not consistent with the General Plan growth projections, then the 2045 CAP CEQA Streamlining Checklist may not be used for CEQA streamlining.** Complete the *General Plan Consistency* section of **Table F-1, General Plan and CEQA Streamlining Requirement Checklist**, below.

The options for determining General Plan consistency (included in Table F-1) are as follows:

- Is the proposed project consistent with the General Plan growth projections? If yes, move to **Step 2** below. If no, the proposed project may not streamline its GHG impacts analysis

by using the 2045 CAP's EIR, and instead must prepare a comprehensive project-specific analysis of GHG emissions and impacts pursuant to CEQA. Such projects are also encouraged to incorporate all the CEQA streamlining requirements in the 2045 CAP CEQA Streamlining Checklist.

Step 2: Determine Whether the Project Screens Out of Certain CEQA Streamlining Requirements

Certain projects may screen out of compliance with certain CEQA streamlining requirements contained in Table F-1 if such projects meet specific criteria. These criteria are designed to ensure high efficiency and low GHG emissions and describe projects that would generally comply with the 2045 CAP.

2045 CAP CEQA Streamlining Checklist Screening Criteria: Projects may skip the *Demonstrate Compliance with the CEQA Streamlining Requirements* section of Table F-1 below if they meet the following criteria:

- If the project would achieve **net zero GHG emissions** the project is considered to comply with the 2045 CAP and the analysis is complete.

Net zero GHG emissions means that the project's GHG emissions from construction and operational activities occurring at full buildout would result in zero total GHG emissions on an annual basis. In other words, all GHGs emitted the atmosphere during construction and operation by a project are balanced completely by GHG sequestration and removal over each calendar year period. Construction GHG emissions should be amortized for the project (typically 30 or 40 years) and added to the annual full buildout operational emissions to determine total annual emissions. Net zero GHG emissions for a project does not consider GHG emissions from existing conditions or existing uses at the project site. For example, if a project emits 1,500 MTCO_{2e} per year for both construction and operations but includes the planting of enough new trees to sequester 1,500 MTCO_{2e} per year, the project would achieve net zero GHG emissions.

To demonstrate that the project achieves net zero GHG emissions, the applicant must submit a comprehensive quantitative project-specific analysis of all GHG emissions, sinks, and removals from construction and full buildout operations, consistent with CEQA guidelines and standard practice for modeling GHG emissions for projects. If the project meets this criterion, the project does not need to complete **Table F-1** below and the analysis is complete.

Transportation Screening Criteria: Projects may skip CEQA streamlining requirements #3, #4, #5, #11, and #12 of the *Demonstrate Compliance with the CEQA Streamlining Requirements* section of Table F-1 below if they meet the following criteria (based on the 2020 Los Angeles County Department of Public Works Transportation Impact Analysis Guidelines):⁶

⁶ Los Angeles County Department of Public Works. 2020. *Transportation Impact Analysis Guidelines*. July 2020. Available: <https://dpw.lacounty.gov/traffic/trafficreportmsg.cfm>. Accessed February 2022.

1. For development projects:⁷
 - a. If the project does not have a retail component, and the project generates a net increase of less than 110 daily vehicle trips,⁸ then it screens out.
 - b. If the project has a retail component, and it contains retail uses that do not exceed 50,000 square feet of gross floor area,⁹ then it screens out.
 - c. If the project has a residential component, and 100 percent of the units, excluding manager's units, are set aside for lower income households,¹⁰ then it screens out.
 - d. If the project is located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor¹¹ and meets all of the following criteria, then it screens out:
 - i. Has a Floor Area Ratio greater than 0.75.¹²
 - ii. Provides less parking than required by the Los Angeles County Code.¹³
 - iii. Is consistent with the Southern California Associated of Governments' Regional Transportation Plan/Sustainable Communities Strategy.¹⁴
 - iv. Does not replace residential units set aside for lower income households with a smaller number of market-rate residential units.
2. For transportation projects:¹⁵
 - a. If the project would not include the addition of through traffic lanes on existing or new highways, including general-purpose lanes, high-occupancy vehicle lanes, peak-period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than 1 mile in length designed to improve roadway safety),¹⁶ then it screens out.
 - b. If the project would reduce roadway capacity and VMT,¹⁷ then it screens out.

If the project meets the above criteria, it may skip certain transportation portions of the 2045 CAP CEQA Streamlining Checklist (see Table F-1 for details).

⁷ The Transportation Impact Analysis (TIA) Guidelines provide a list of development project types, which include residential, office, manufacturing, institutional, and retail project types. For a complete list, see page 11 of the TIA Guidelines.

⁸ As referenced in: Governor's Office of Planning and Research. 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.

⁹ Governor's Office of Planning and Research. 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.

¹⁰ Governor's Office of Planning and Research. 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.

¹¹ Governor's Office of Planning and Research. 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.

¹² Governor's Office of Planning and Research. 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.

¹³ Governor's Office of Planning and Research. 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.

¹⁴ Governor's Office of Planning and Research. 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.

¹⁵ The TIA Guidelines describe transportation projects as projects that would increase vehicular/roadway capacity.

¹⁶ As noted above, the TIA Guidelines describe transportation projects as projects that would increase vehicular/roadway capacity.

¹⁷ A list of transportation projects that are not likely to lead to a substantial or measurable increase in vehicle miles travelled are included in the County's TIA Guidelines, pp. 17–19.

Step 3: Demonstrate Compliance with the 2045 CAP CEQA Streamlining Requirements

Table F-1 identifies the CEQA streamlining requirements for projects. Projects must demonstrate compliance with the 2045 CAP CEQA streamlining requirements listed in Table F-1 or document why the requirements are not applicable or are infeasible.¹⁸ The corresponding 2045 CAP measures and actions are indicated in the table to provide additional context. The full text of the 2045 CAP measures and actions is provided in the 2045 CAP (see Chapter 3 and Appendix E).

All applicants shall complete the following steps for the *Transportation, Building Energy and Water, Waste, and Agriculture, Forestry, and Other Land Use (AFOLU)* sections of **Table F-1** below (unless the project meets the transportation screening criteria identified in Step 1 above, in which case the project may skip completion of certain sections of the *Transportation* section of Table F-1):

- Step 3a.** Review the CEQA streamlining requirements described in the column titled “2045 CAP Streamlining Requirement.”
- Step 3b.** Use the check boxes in the column titled “Project Complies” to indicate whether the “Project Complies,” the requirement is “Not Applicable,” or the “Project Does Not Comply and Alternative Measure Proposed.”
- Step 3c.** Provide a qualitative analysis of the proposed project’s compliance with the CEQA streamlining requirements in the column titled “Description of Project Measure(s)/Documentation of Compliance.” This will be the basis for the CEQA analysis to demonstrate compliance with the 2045 CAP, and by extension, with SB 32. The qualitative analysis should provide:
 - i. A description of which streamlining requirements are included as part of the proposed project; or
 - ii. A description of why the streamlining requirement is not applicable to the proposed project; or
 - iii. A description of why the streamlining requirements are infeasible. If applicants select “Project Does Not Comply” or “Alternative Measure Proposed,” they must complete Table F-2 to document what alternative project measures will be implemented to achieve a similar level of GHG reduction and how those GHG emissions reduction estimates were calculated.
- Step 3d.** Provide specific project design criteria and/or reporting metrics to support the proposed project’s compliance with each CEQA streamlining requirement. Specific information is requested for each respective item in the 2045 CAP CEQA Streamlining Checklist.

Regarding item #2 above, the project applicant can only select “Not Applicable” if the requirement is not relevant to the project. The project applicant should only select “Project Does Not Comply and Alternative Measure Proposed” if it is infeasible, as defined by the CEQA Guidelines, for the project to comply with the checklist requirement. Sufficient documentation of such infeasibility must be supplied to the County to support such a determination. The County retains ultimate

¹⁸ Please note that the CEQA streamlining requirements are not mitigation measures as defined by CEQA.

discretion for determining the feasibility of the checklist requirement for the proposed project. Further, if “Project Does Not Comply and Alternative Measure Proposed” is selected for a specific checklist requirement, then the project applicant **must** identify an alternative measure to achieve the same or greater level of GHG emissions reduction as the CEQA streamlining requirement with which the project does not comply.

If the project applicant cannot fully complete these requirements, then the 2045 CAP CEQA Streamlining Checklist may not be used for CEQA streamlining of GHG emissions impacts. See the *Projects That Are Not Eligible for CEQA Streamlining* section for additional instructions.

The 2045 CAP CEQA streamlining requirements are listed as either “Tier 1” or “Tier 2.” These two levels are defined as follows:

Tier 1: Required for all discretionary projects in order to use CEQA streamlining for GHG impacts.

Tier 2: Encouraged for all discretionary projects. Although these measures are not required, projects are strongly encouraged to implement them. In Table F.1 below, these voluntary items are colored with gray shading.

In general, Tier 1 requirements were quantified in the 2045 CAP for GHG emissions reductions needed to achieve the 2030, 2035, and 2045 emissions reduction targets. Because these measures were quantified, they would be required for the 2045 CAP to achieve its full emissions reduction potential. Some Tier 1 measures were not quantified, but they either are required through other code or ordinance (such as compliance with the Transportation Demand Management Ordinance) or are deemed essential for the overall success of the 2045 CAP. Tier 2 requirements were identified as supporting actions but are not deemed essential for the overall success of the 2045 CAP.

Some Tier 1 and Tier 2 requirements point to future County regulations or ordinances that have not yet been developed, such as the forthcoming building decarbonization ordinance. In these instances, projects using the Checklist must only comply with currently adopted ordinances and requirements at the time of project approval.

The 2045 CAP CEQA Streamlining Checklist includes the following Tier 1 and Tier 2 requirements, organized by strategy area:

Energy Supply

1. Tier 1: Sunset Oil and Gas Operations
2. Tier 1: Utilize 100% Zero-Carbon Electricity

Transportation

3. Meets Transportation Screening Criteria
4. Tier 1: Increase Density Near High-Quality Transit Areas
5. Tier 1: Incorporate Bicycle and Pedestrian Infrastructure
6. Tier 1: Comply with the County Transportation Demand Management (TDM) Ordinance
7. Tier 1: Comply with the County’s Transportation Impact Guidelines

8. Tier 1: Incorporate Electric Vehicle Charging Infrastructure
9. Tier 1: Decarbonize Trucks
10. Tier 1: Incorporate Zero-Emission Technologies for Off-Road Vehicles & Equipment
11. Tier 1: Electrify County Fleet Vehicles (for municipal projects only)
12. Tier 2: Achieve a High Jobs/Housing Balance
13. Tier 2: Encourage Transit, Active Transportation, and Alternative Modes of Transportation
14. Tier 2: Implement Parking Limitations

Building Energy and Water

15. Tier 2: Decarbonize Existing Buildings
16. Tier 2: Decarbonize New Buildings
17. Tier 1: Increase Building Energy Efficiency
18. Tier 1: Implement Water Use Efficiency and Water Conservation
19. Tier 2: Reduce the Life-Cycle Carbon Intensity of Building Materials and Phase Out the Use of High-Global Warming Potential (GWP) Refrigerants
20. Tier 2: Use Energy Storage and Microgrids
21. Tier 2: Use Recycled Water and Graywater for Non-potable Uses and Include Rainfall Capture

Waste

22. Tier 1: Compost Organic Materials
23. Tier 1: Recycle Recyclable Materials
24. Tier 2: Incorporate On-site Composting, Mulching, and/or Anaerobic Digestion

Agriculture, Forestry, and Other Land Use

25. Tier 1: Incorporate Tree Plantings and Expand Urban Forest Cover
26. Tier 2: Conserve Forests, Woodlands, Shrublands, Grasslands, Desert, and other Carbon-Sequestering Wildlands and Working Lands
27. Tier 2: Implement Regenerative Agricultural Practices

2045 CAP Appendix B, *Emissions Forecasting and Reduction Methods*, provides the quantitative basis for the CEQA streamlining requirements.

Step 4: Identify Alternative Project Emissions Reduction Measures and Additional GHG Reductions

Projects that propose alternative GHG emissions reduction measures to those identified in Table F-1 or propose to include additional GHG emissions reduction measures beyond those described in Table F-1 shall provide a summary explanation of the proposed measures and demonstrate GHG reductions achievable through the proposed measures.¹⁹ Documentation for these alternative or additional project measures shall be documented in **Table F-2, Applicant Proposed**

¹⁹ Please note that the alternative GHG emissions reduction measures are not mitigation measures as defined by CEQA.

Alternative Project Emissions Reduction Measures. Any applicants who select “Project Does Not Comply and Alternative Measure Proposed” in Table F-1 must complete the following steps for Table F-2.

- Step 4a.** In the column titled “Description of Alternative Measure,” provide a qualitative description of what measure will be implemented, why it is proposed, and how it will reduce GHG emissions.
- Step 4b.** In the column titled “Description of GHG Reduction Estimate,” demonstrate how the alternative project measure would achieve the same or greater level of GHG emissions reductions as the CEQA streamlining requirement that it replaces. Documentation and calculation files must be attached separately.

An example alternative project measure may be installing additional EV charging infrastructure beyond what is required by the California Green Building Standards Code (CALGreen Code), County ordinance, or requirements in the forthcoming Zero Emission Vehicle Master Plan, to support zero-emission vehicles beyond what is specified in the 2045 CAP’s performance objectives for Measure T6 (Increase ZEV Market Share and Reduce Gasoline and Diesel Fuel Sales). The applicant would then demonstrate how this would achieve the same or greater level of GHG emissions reductions as the checklist requirement for which it serves as an alternative.

Carbon offset credits are not permitted to be used as alternative project emissions reduction measures.

Guidance for Quantifying GHG Reductions from Alternative Measures

In order to use alternative GHG emissions reduction measures to replace a CEQA streamlining requirement in Table F-1 below, project applicants must use the three-step process outlined below to quantitatively demonstrate how the alternative project measure would achieve the same or greater level of GHG emissions reductions as the CEQA streamlining requirement (or requirements) that it replaces.

Project applicants should follow these three steps:

- Step 4c.** Prepare a detailed quantified GHG emissions inventory for the project taking into consideration all GHG-reducing project features and 2045 CAP CEQA Streamlining Checklist items included as part of the project (including proposed mitigation measures, project design features, strategies being implemented, and other County requirements).

Project applicants shall prepare a detailed quantified GHG emissions inventory for the project taking into consideration all GHG-reducing project features and CEQA streamlining requirements included as part of the project (including proposed mitigation measures, project design features, strategies being implemented, and other County requirements), **except** for the alternative GHG emissions reduction measures proposed by the applicant to replace any Tier 1 CEQA streamlining requirement (as described in Step 4e). Applicants should use CalEEMod, CARB’s Emission FACTor

model (EMFAC),²⁰ the CAPCOA Handbook, and other commonly accepted GHG modeling methods and protocols.

Step 4d. For each Tier 1 CEQA streamlining requirement that the project will not meet, include a quantified calculation of the additional GHG emission reductions that would have occurred had the project implemented the Tier 1 Checklist streamlining requirement.

Project applicants shall, for all Tier 1 CEQA streamlining requirements that the project will not meet, a quantified calculation of the additional GHG emission reductions that would have occurred had the project implemented those Tier 1 CEQA streamlining requirements. In order to do this, applicants shall prepare a project model run assuming the implementation of all Tier 1 CEQA streamlining requirement that the project will not meet. Applicants should then compare the project's GHG emissions from this scenario with the project's GHG emissions from Step 4c above. The difference in GHG emissions between the two scenarios represents the GHG emission reductions that would have occurred had the project implemented all Tier 1 CEQA streamlining requirements; this is the amount of GHG emissions required to be reduced in total by the alternative GHG emissions reduction measures.

Step 4e. Propose an alternative measure (or set of measures) and demonstrate quantitatively that the alternative measures would achieve a GHG emission reduction equivalent to the GHG emission reduction that would have resulted from complying with the Tier 1 CEQA streamlining requirement.

Project applicants shall provide a quantified measure or set of measures that closes the gap between the two scenarios as quantified in Step 4c and Step 4d. In order to do this, applicants shall prepare a project model similar to Step 4c but include all alternative GHG emissions reduction measures proposed by the applicant. The resulting GHG emissions from this model run must equal or be less than the GHG emissions resulting from the project model run in Step 4d above which assumes the implementation of all Tier 1 CEQA streamlining requirements. In other words, the GHG emission reductions achieved by the alternative measures must meet or exceed the GHG emission reductions achieved by the Tier 1 CEQA streamlining requirements.

Project applicants shall submit documentation to the City demonstrating all three steps above. This can include model run inputs and/or outputs, excel calculation files, or other documentation of the emission calculations.

Potential alternative GHG emissions reduction measures to be considered include, but are not be limited to, measures recommended in the South Coast Air Quality Management District's latest CEQA Air Quality Guidelines, the California Air Resources Board Scoping Plan (December 2022, as may be revised), the California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (December 2021, as may be revised), the CAPCOA California Emissions Estimator Model (CalEEMod), the California Attorney General's *Mitigation for*

²⁰ California Air Resources Board. 2022. EMFAC2021 Model. Version v1.0.2. Available: <https://arb.ca.gov/emfac/>. Accessed June 2023.

Greenhouse Gas Emissions guidance, and Reference Guides on Leadership in Energy and Environmental Design (LEED) published by the U.S. Green Building Council.

As for any project design features or mitigation measures implemented via the County's project approval and CEQA review process, the project applicant shall implement all alternative GHG emissions reduction measures proposed. For physical GHG reduction measures to be incorporated into the design of the project, the measures shall be included on the drawings submitted for construction-related permits and implemented during construction. For operational GHG reduction measures to be incorporated into the project, the measures shall be implemented on ongoing basis.

Projects That Are Not Eligible for CEQA Streamlining

In some cases, a project may not be able to comply with all of the 2045 CAP CEQA streamlining requirements. This may be because the project is inconsistent with the General Plan's growth projections as described in Step 1. Or a project may not be able to feasibly incorporate all CEQA streamlining requirements as identified in Table F-1 and discussed in Step 3; such a project may further be unable to adequately identify alternative project measures to achieve a similar level of GHG reduction to each CEQA streamlining requirement which a project cannot comply with. Such projects are not eligible to streamline environmental review of their GHG impacts using the 2045 CAP's PEIR and may be required to prepare a comprehensive project-specific analysis of GHG emissions pursuant to CEQA Guidelines (including the CEQA Guidelines Appendix G Environmental Checklist).

A comprehensive project-specific analysis of GHG emissions must be prepared for any project that elects not to use the Checklist for CEQA streamlining by completing Table F-1 and (if applicable) Table F-2. Such an analysis shall quantify existing and projected GHG emissions and evaluate potential impacts pursuant to the CEQA Guidelines (including the CEQA Guidelines Appendix G Environmental Checklist). It is strongly encouraged that the project incorporate all the CEQA streamlining requirements in the 2045 CAP CEQA Streamlining Checklist, though this is not required.

F.3 2045 CAP CEQA Streamlining Checklist

Table F-1, General Plan and 2045 CAP CEQA Streamlining Checklist, allows the applicant to demonstrate compliance with the 2045 CAP's GHG emissions reduction measures and actions. This table addresses **Step 1: Demonstrate Consistency with the General Plan Growth Projections**; **Step 2: Determine Whether the Project Screens Out of Certain CEQA Streamlining Requirements**; and **Step 3: Demonstrate Compliance with the CEQA Streamlining Requirements**. This checklist must be completed for all applicable projects electing to streamline their CEQA GHG analysis.

Table F-2, 2045 CAP Greenhouse Gas Emissions Reduction Alternative Measures, allows the project applicant to document alternative GHG emissions reduction measures used to demonstrate compliance with the Table F-1 CEQA streamlining requirements. This table addresses **Step 4: Identify Alternative Project Emissions Reduction Measures and Additional GHG Reductions**. This checklist is required only for projects that propose to use alternative GHG emissions reduction measures.

Table F-1: General Plan and 2045 CAP CEQA Streamlining Checklist

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
Step 1: Demonstrate Consistency with the General Plan Growth Projections		
1. The Project is Consistent with the General Plan Growth Projections The growth projections included in the General Plan were used in the 2045 CAP to estimate unincorporated Los Angeles County GHG emissions over time. Therefore, projects must be consistent with the General Plan to comply with the CEQA streamlining requirements. To determine a project's consistency with the General Plan growth projections, please answer the following question and provide an explanation with supporting documentation. Is the proposed project consistent with the existing land use designation of the Land Use Element and the 2021 Housing Element Update? If "Yes," proceed to Step 2: Determine Whether the Project Screens Out of Certain CEQA Streamlining Requirements below. If "No," the proposed project may not streamline its GHG impacts analysis by using the 2045 CAP's EIR and must prepare a comprehensive project-specific analysis of GHG emissions and impacts pursuant to CEQA.	<i>Describe how the project is consistent with the General Plan growth projections. Provide additional supporting documentation as an attachment as needed.</i> <i>OR,</i> <i>Explain why the project is not consistent with the General Plan growth projections, and whether the project would include a General Plan amendment. If the project includes a General Plan amendment, STOP HERE.</i>	☐ Yes ☐ No
Step 2: Determine Whether the Project Screens Out of the CEQA Streamlining Requirements		
Certain projects may screen out of the 2045 CAP CEQA Streamlining Requirements if they meet the following screening criterion. Does the project achieve net zero GHG emissions? The project must conduct a comprehensive project-specific analysis of all GHG emissions, sinks, and removals, consistent with all CEQA guidelines and standard practice for modeling GHG emissions for projects, to demonstrate that the project achieves net zero GHG emissions. If "Yes," the project would comply with the CEQA streamlining requirements and no additional analysis is needed (no project-specific GHG impact analysis would be required). If "No," proceed to Step 3: Demonstrate Compliance with the CEQA Streamlining Requirements below.	<i>If "Yes," attach to this checklist the estimated project GHG emissions. Provide supporting calculation files and documentation for this analysis. If the proposed project is determined to result in net zero GHG emissions, STOP HERE.</i> <i>If "No," proceed to Step 3 below.</i>	☐ Yes ☐ No

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
Step 3: Demonstrate Compliance with the CEQA Streamlining Requirements		
Energy Supply		
1. TIER 1: Sunset Oil and Gas Operations For any project involving the decommissioning, replacement, retrofit, or redesign of infrastructure or facilities associated with the oil and gas industry, including energy generation (i.e., cogen), the project must: A) Comply with the Oil Well Ordinance (Title 22). B) Reduce fossil fuel-based emissions by at least 80% compared to existing conditions. C) If the project site includes existing active and abandoned oil wells, examine all wells for fugitive emissions of methane. Reduce such existing emissions by a minimum of 80%. D) To reduce any residual fossil fuel-based emissions generated by the project, incorporate carbon removal technologies including direct air capture and carbon and sequestration, as feasible. Supports 2045 CAP Measures (and Actions): ES1 (ES1.1, ES1.2, ES1.3)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed as a replacement strategy (provide additional documentation as described below).</i> <i>IN ADDITION, provide documentation of the project's ability to reduce fossil fuel-based emissions, including fugitive methane emissions.</i> <i>Provide the number of oil and gas operations/wells closed.</i> <i>Provide documentation of any carbon removal technologies incorporated at the project site.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed
2. TIER 1: Utilize 100% Zero-Carbon Electricity The project must utilize 100% zero-carbon electricity on-site. The project must comply with one of the following options: A) Install on-site renewable energy systems or participate in a community solar program to supply 100% of the project's estimated energy demand to the maximum extent feasible. B) Participate in Southern California Edison at the Green Rate level (i.e., 100% carbon-free electricity) for all electricity accounts associated with the project until SCE provides 100% carbon-free electricity for all accounts by default. C) Participate in the Clean Power Alliance at the Clean Rate level (i.e., 100% carbon-free electricity) for all electricity accounts associated with the project until CPA provides 100% carbon-free electricity for all accounts by default. D) A combination of #1, #2, and #3 above such that 100% of the project's electricity consumption is supplied by zero-GHG emission sources of power generation, whether by utilities or by on-site electricity generation or both. Supports 2045 CAP Measures (and Actions): ES2 (ES2.1, ES2.2), ES3 (ES3.1, ES3.2, ES3.3, ES3.4, ES3.5, ES3.6)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below)</i> <i>IN ADDITION, provide the project's anticipated electricity demand, the project's participation and opt-out rates for SCE's Green Rate and CPA's Clean Rate electricity rate options used by tenants; and the total kW of solar PV panels installed at the project site.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
Transportation 3. Meets Transportation Screening Criteria For <u>development projects</u>, does the project: A) have no retail component and generate a net increase of less than 110 daily vehicle trips? If "Yes," skip streamlining requirements #4, #5, #12, #13, and #14 below. Please complete items #6 through #11 below. If "No," proceed to item (B) below. For <u>development projects</u>, does the project: B) have a retail component and contains retail uses that do not exceed 50,000 square feet of gross floor area? If "Yes," skip streamlining requirements #4, #5, #12, #13, and #14 below. Please complete items #6 through #11 below. If the project contains retail and is mixed use, proceed to item (C) below. If "No," proceed to item (C) below. For <u>development projects</u>, does the project: C) have a residential component and 100% of the units, excluding manager's units, are set aside for lower income households? If "Yes," skip streamlining requirements #4, #5, #12, #13, and #14 below. Please complete items #6 through #11 below. If the project contains retail and is mixed use, proceed to item (D) below. If "No," proceed to item (D) below. For <u>development projects</u>: D) Is the project located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor <u>and</u>: - has a Floor Area Ratio greater than 0.75? - provides less parking than required by the Los Angeles County Code? - is consistent with the Southern California Association of Governments (SCAG) Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)? - does not replace residential units set aside for lower income households with a smaller number of market-rate residential units? If "Yes," skip streamlining requirements #4, #5, #12, #13, and #14 below. Please complete items #6 through #11 below. If "No," proceed to streamlining requirement #3 below. For <u>transportation projects</u>, does the project meet <u>one</u> of the following transportation screening criteria? A) The project would not include the addition of through traffic lanes on existing or new highways, including general-purpose lanes, high-occupancy vehicle (HOV) lanes, peak-period lanes, auxiliary lanes, and lanes through grade-	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure(s) proposed as an alternative strategy (provide additional documentation as necessary).</i>	☐ Yes ☐ No

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than 1 mile in length designed to improve roadway safety). B) The project would reduce roadway capacity and VMT. If "Yes," skip streamlining requirements #4, #5, #12, #13, and #14 below. Please complete items #6 through #11 below. If "No," proceed to streamlining requirement #4 below. Supports 2045 CAP Measures (and Actions): T1 (T1.1, T1.2)		
4. TIER 1: Increase Density Near High-Quality Transit Areas If the project is located within a High Quality Transit Area (HQTa), it must achieve a minimum of 20 dwelling units (DU) per acre, consistent with the Housing Element Rezoning Program. If the project is not located within an HQTa, it must locate residential and employment centers within 1 mile of an HQTa. Supports 2045 CAP Measures (and Actions): T1 (T1.1, T1.2)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed as a replacement strategy (provide additional documentation as described below).</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed
5. TIER 1: Incorporate Bicycle and Pedestrian Infrastructure The project must incorporate pedestrian and bicycle infrastructure into its design: A) Provide pedestrian facilities and connections to public transportation consistent with the Pedestrian Action Plan, Active Transportation Plans, and Vision Zero Action Plan, and any other relevant governing plan. B) Provide bicycle facilities consistent with the Bicycle Master Plan, Active Transportation Plans, and Vision Zero Action Plan, and any other relevant governing plan, and meet or exceed minimum standards for bicycle facilities in the Zoning Code and CALGreen Code. C) Increase sidewalk coverage to improve pedestrian access. D) Improve degraded or substandard sidewalks. E) Incorporate best practices to ensure pedestrian infrastructure is contiguous and links externally with existing and planned pedestrian facilities; best practices include high-visibility crosswalks, pedestrian hybrid beacons, and other pedestrian signals, mid-block crossing walks, pedestrian refuge islands, speed tables, bulb-outs (curb extensions), curb ramps, signage, pavement markings, pedestrian-only connections and districts, landscaping, and other improvements to pedestrian safety. F) Minimize barriers to pedestrian access and interconnectivity, such as walls, landscaping buffers, slopes, and unprotected crossings. G) Provide bicycle facilities for new and expanded buildings, new dwelling units, change of occupancy, increase of use intensity, and added off-street vehicle parking spaces. H) Provide short- and long-term (secure) bicycle parking for at least 5% of motorized vehicle capacity and nothing less than CALGreen Code requirements, whichever is more restrictive.	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed as a replacement strategy (provide additional documentation as described below)</i> <i>IN ADDITION, provide the length and/or amount of bicycle and pedestrian infrastructure incorporated, such as feet or miles of bikeways.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
I) Support the County's goal to increase bikeway miles by 300 percent by 2030 (including Class I bike paths, Class II bike lanes, and Class III bike routes). Supports 2045 CAP Measures (and Actions): T3 (T3.1, T3.2, T3.3)		
6. TIER 1: Comply with the County Transportation Demand Management (TDM) Ordinance The Project must comply with the TDM ordinance at the time of project approval. This may include preferential carpool/vanpool parking, bicycle parking, and shower facilities and locker rooms; trip reduction plans; transit-supportive infrastructure development; and similar strategies. Comply with any applicable VMT reduction target and incorporate any required monitoring mechanisms for development, subject to the ordinance. Supports 2045 CAP Measures (and Actions): T4 (T4.5)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below)</i> <i>IN ADDITION, provide the number of employers participating in the TDM program, the total trip reduction goals for the project's TDM program, and the total trips and VMT reduced via the project's TDM program.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed
7. TIER 1: Comply with the County's Transportation Impact Guidelines The project must comply with the County's current Transportation Impact Analysis (TIA) Guidelines. Projects may screen out if they meet certain criteria, such as being located in a transit priority area or local-serving retail development less than 50,000 square feet. Projects that do not screen out must meet the VMT efficiency metrics identified by the TIA Guidelines (e.g., daily VMT per capita for residential projects that is 16.8% below the existing residential VMT per capita for the Baseline Area in which the project is located) and quantitatively demonstrate how these metrics are achieved, pursuant to the TIA Guidelines requirements. Supports 2045 CAP Measures (and Actions): T1, T2, T3, T4, T5	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed strategy (provide additional documentation as described below).</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed
8. TIER 1: Incorporate Electric Vehicle Charging Infrastructure The project must incorporate zero-emission vehicle (ZEV) infrastructure and incentives into its design as follows: A) Comply with any CALGreen Code requirement, County ordinance, building code, or condition of approval that requires a certain amount of electric vehicle (EV) charging infrastructure (EVCs) and readiness. This may include minimum requirements for EV charging stations, EV-capable parking spaces, and EV-ready parking spaces. B) Comply with any provisions and requirements in the forthcoming Zero Emission Vehicle Master Plan.¹ C) Include electric options for promoting active transportation, such as electric scooters and e-bikes. D) Provide education and outreach to tenants and occupants about the benefits of ZEVs and the project's EV infrastructure.	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below)</i> <i>IN ADDITION, provide the number of ZEVs in the project's tenant's and vendor fleet, if available; the number of public and private EVCs installed; and the number of scooters/e-bikes available to tenants.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
Supports 2045 CAP Measures (and Actions): T6 (T6.1, T6.2, T6.3, T6.4, T6.5, T6.6, T6.7)		
9. TIER 1: Decarbonize Trucks For projects that include goods movement facilities and/or warehouses, the project must incorporate freight decarbonization technologies and infrastructure, including: A) Comply with any CALGreen Code requirement, County ordinance, building code, or condition of approval that requires a certain amount of EV charging infrastructure and readiness for goods movement facilities and trucks. B) Provide EVCSs at all new warehouse loading docks. C) Comply with any provisions and requirements in the forthcoming Zero Emission Vehicle Master Plan related to goods movement. D) Implement freight decarbonization technologies along highway corridors. E) For all goods movement facilities, install alternative fueling infrastructure such as EVCSs, green hydrogen fueling stations, and/or biomethane fueling stations. F) Comply with any established zero-emission delivery zones. Supports 2045 CAP Measures (and Actions): T8 (T8.1, T8.2, T8.3, T8.4, T8.5)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below).</i> <i>IN ADDITION, provide the number of ZEV trucks in the project's tenant's and vendor fleet if available and the number EVCS installed.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed
10. TIER 1: Incorporate Zero-Emission Technologies for Off-Road Vehicles & Equipment The project must: A) Prohibit the use of small equipment powered by gasoline, diesel, propane, or other fossil fuels, including lawn and garden equipment and outdoor power equipment, for all tenants and owners. B) Provide educational materials to tenants regarding the SCAQMD Electric Lawn and Garden Equipment Incentive and Exchange Program, Commercial Lawn & Garden Battery Buy-Down Rebate Program, the Residential Lawn Mower Rebate Program, the new requirements of AB 1346, and any other available options and incentives for purchasing zero-emission equipment, including rebates and subsidies offered by CARB, the County, or other agencies and entities. C) Use electric and zero-emission construction equipment during project construction to the maximum extent feasible. Such equipment shall include forklifts, manlifts, loaders, welders, saws, pumps, fixed cranes, air compressors, sweepers, aerial lifts, pressure washers, and other small equipment. At minimum, the project must use off-road construction equipment that meet CARB Tier 4 Final engine emission standards. D) Use electric and zero-emission agriculture and manufacturing equipment to the maximum extent feasible. These requirements must be stipulated in the contract specifications for the project's construction and for the project's future tenants and any landscaping contracts for the property or tenants.	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below).</i> <i>IN ADDITION, provide off-road vehicle and equipment fleet count, type, and fuel type, as available.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
Supports 2045 CAP Measures (and Actions): T9 (T9.1, T9.2, T9.3)		
11. TIER 1: Electrify County Fleet Vehicles (for municipal projects only) For all new municipal projects and facilities that include the purchase or operation of new fleet vehicles, including public transit buses and shuttles, all such fleet vehicles must be ZEVs. Supports 2045 CAP Measures (and Actions): T7 (T7.1, T7.2)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below).</i> <i>IN ADDITION, provide the number of new ZEV buses and the total ZEV percentage of the project's fleet.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed
12. TIER 2: Achieve a High Jobs/Housing Balance For projects with nonresidential development, the Project must incorporate the following design elements: A) Support the County's goal to achieve a job density of 300 jobs per acre. Supports 2045 CAP Measures (and Actions): T2 (T2.1)	<i>Describe how the project will achieve a job density of 300 jobs per acre.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR <i>Describe why such actions are not incorporated into your project.</i> <i>IN ADDITION, provide the job density of the project in terms of jobs per acre.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply
13. TIER 2: Encourage Transit, Active Transportation, and Alternative Modes of Transportation For transit projects only, incorporate the following: A) Expand and improve frequency of existing network of County shuttles. B) Install bus-only lanes and signal prioritization along major thoroughfares. C) Install full bus rapid transit infrastructure along priority corridors. For all other projects, incorporate the following: A) Provide new mobility services, such as micro transit, autonomous delivery vehicles, and on-demand autonomous shuttles, in unincorporated Los Angeles County. B) Offer free transit passes for students, youth, seniors, disabled, and low-income populations. C) Implement telecommuting by project tenants and residents. D) Establish temporary and permanent car-free areas at the project site. Supports 2045 CAP Measures (and Actions): T4 (T4.1, T4.2, T4.3, T4.6, T4.7, T4.8, T4.10)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are not incorporated into your project.</i> <i>IN ADDITION, for transit projects, provide the size of area served by transit, the number of employees and residents served by transit, the transit service frequency and headways, the increase in headways or frequencies provided by the project, total transit service hours provided by transit, the number and length of bus-only lanes, and information on signal prioritization on transit routes implemented by the project.</i> <i>For non-transit projects, provide the number of residents within one-half mile of bus or active transportation services; information on any new mobility services offered, information on free transit passes offered, the number of employers</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
	<i>participating in telecommuting programs, and the number and location of car-free areas provided by the project.</i>	
14. TIER 2: Implement Parking Limitations Projects should include the following characteristics: A) Shared and reduced parking strategies, such as shared parking facilities, carpool/vanpool-only spaces, shuttle facilities, EV-only spaces, and reduced parking below allowable amount B) Minimum amount of required parking C) Unbundled parking costs to reflect cost of parking D) Parking pricing to encourage “park-once” behavior E) Compliance with all County parking reform strategies and policies Supports 2045 CAP Measures (and Actions): T5 (T5.1)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions not incorporated into your project.</i> <i>IN ADDITION, provide the total number of parking spaces, carpool/vanpool-only spaces, shuttle facilities, EV-only spaces; information on parking costs and unbundling; and parking prices.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply
Building Energy and Water		
15. TIER 2: Decarbonize Existing Buildings This action applies only to projects that include a retrofit, remodel, or redesign of an existing building. If the proposed project does not include a retrofit, remodel, or redesign, select “Not Applicable” in the <i>Project Complies</i> column. The project must incorporate the following design elements: A) Achieve zero GHG emissions for on-site energy use. B) Comply with all applicable Building Performance Standards. ² C) Comply with all building carbon intensity limits. ³ D) If the project is a major renovation, achieve ZNE and/or comply with the City’s ZNE ordinance. ⁴ Supports 2045 CAP Measures (and Actions): E1 (E1.1, E1.2, E1.3, E1.4, E1.5, E1.6)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below).</i> <i>IN ADDITION, provide the project’s anticipated GHG emissions associated with on-site energy consumption (i.e., natural gas use and electricity use) and the number of existing buildings transitioned to zero-GHG buildings.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed
16. TIER 2: Decarbonize New Buildings For projects under construction before 2030, the project must achieve zero GHG emissions for on-site energy use, and/or comply with the County’s building decarbonization ordinance, unless the project meets specific exemptions identified in the ordinance. ⁵ For projects under construction after 2030, the project must be zero-net-energy (ZNE) and achieve zero GHG emissions for on-site energy use, and/or comply with the County’s ZNE ordinance, unless the project meets specific exemptions identified in the ordinance. ⁶ Supports 2045 CAP Measures (and Actions): E2 (E2.1, E2.2, E2.3)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below).</i> <i>IN ADDITION, provide the number and square footage of zero GHG emission buildings built, all ZNE buildings built, and the total GHG emissions anticipated for all buildings.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
17. TIER 1: Increase Building Energy Efficiency This action applies only to projects that include a retrofit of an existing building. If the proposed project does not include a retrofit, select “Not Applicable” in the <i>Project Complies</i> column. The project shall incorporate the following energy efficiency measures into the design: A) Comply with all applicable building performance standards.⁷ B) Incorporate strategic energy management programs to reduce building energy demands. C) Conduct an energy audit or benchmarking analysis to identify potential energy savings opportunities and implement such opportunities. D) Achieve CALGreen Code Tier 2 or voluntary building energy measures as they apply to the retrofit. E) Replace existing appliances with higher-efficiency models. F) Install heat-trapping surfaces to cool or green surfaces, as feasible. G) Participate in SoCalREN, SCE, CPA, or other energy efficiency programs. H) Conduct other energy efficiency retrofits. I) Achieve zero-net-energy, if feasible. Supports 2045 CAP Measures (and Actions): E4 (E4.1, E4.2, E4.3)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below).</i> <i>IN ADDITION, provide the total number of energy retrofits performed, the building size (square footage) retrofit, the total project energy use and anticipated energy savings through retrofits, and the number and area of cool and green roofs installed.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed
18. TIER 1: Implement Water Use Efficiency and Water Conservation The project must comply with the current water conservation ordinance in place, including any requirements for LEED or Sustainable SITES standards.⁸ The project must also incorporate water use efficiency and conservation measures, including: A) High-efficiency appliances/fixtures to reduce water use, and/or include water-efficient landscape design B) CALGreen Code Tier 1 and Tier 2 voluntary water conservation measures C) Low-flow or high-efficiency water fixtures D) Water-efficient landscapes with lower water demands than required by the DWR 2015 Model Water Efficient Landscape Ordinance E) Drought-tolerant and native plant species only F) A comprehensive water conservation strategy G) Educational materials provided to future tenants and building occupants about water-saving behaviors and water-conserving landscaping Supports 2045 CAP Measures (and Actions): E6 (E6.1, E6.2, E6.3, E6.4, E6.5)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below).</i> <i>IN ADDITION, provide the project's estimated total water consumption (in GPCD or total gallons), the square footage of buildings that are water-neutral, and the project's building size (square footage).</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed
19. TIER 2: Reduce the Life-Cycle Carbon Intensity of Building Materials and Phase Out the Use of High-GWP Refrigerants The project must incorporate the following design elements to the maximum extent feasible:	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
A) For projects that are not fully electric, incorporate biomethane into the natural gas mix in place of traditional natural gas. B) Use negative-carbon concrete for all construction. C) Use low-GWP refrigerants and fire suppression equipment for all uses on-site. D) Comply with all County codes and ordinances regarding building material carbon intensity and high-GWP refrigerants and other gases. Supports 2045 CAP Measures (and Actions): E3 (E3.1, E3.2, E3.3, E3.4)	OR, <i>Describe why such actions are not incorporated into your project.</i> <i>IN ADDITION, provide the amount of biomethane used by the project, the quantity of negative-carbon concrete for construction, and the quantity of low-GWP refrigerants and fire suppression equipment used.</i>	
20. TIER 2: Use Energy Storage and Microgrids The project must incorporate the following design elements to the maximum extent feasible: A) Install energy storage systems. B) Use a building-scale or community microgrid to support demand management and peak shaving. Supports 2045 CAP Measures (and Actions): ES4 (ES4.1, ES4.2, ES4.3, ES4.4, ES4.5)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are not incorporated into your project</i> <i>IN ADDITION, provide the total kW of energy storage capacity installed and operational information for any microgrids utilized, if applicable.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply
21. TIER 2: Use Recycled Water and Graywater for Non-potable Uses and Include Rainfall Capture The project must implement water reuse strategies onsite through the following design elements: A) Require use of reclaimed/recycled water and/or graywater for outdoor uses. B) Install residential graywater systems that meet appropriate regulatory standards. C) Install rainfall capture systems. D) Install dual plumbing for the use of recycled water. Supports 2045 CAP Measures (and Actions): E5 (E5.1, E5.2, E5.3, E5.4)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are not incorporated into your project</i> <i>IN ADDITION, provide the amount of reclaimed/recycled water and/or graywater used by the project.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply
Waste		
22. TIER 1: Compost Organic Materials The project must comply with all state and local requirements for composting and organic waste collection, including but not limited to Chapter 20.91 (Mandatory Organic Waste Disposal Reduction Ordinance) of the Los Angeles County Code, including all County requirements pursuant to AB 1826 and SB 1383. The project must also: A) Provide proper storage, collection, and loading of organics in a manner that is convenient and safe for all users of the building. Ensure there are sufficient sizes of collection containers for organics. Containers must be kept clean, be clearly labeled, and are co-located next to any other solid waste receptacles.	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below).</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
Ensure sufficient pick-up of collection containers to meet the needs of the occupants. B) Include space for multi-stream collection containers for both recycling and organics in any location where a solid waste container is traditionally housed. This includes both outdoor collection containers serviced by a waste hauler or indoor collection containers utilized by occupants. Provide educational material and training to occupants and tenants in how to properly separate organics from all other solid waste and place organics in a separate container designated for organics. C) Ensure that all project occupants and tenants will separate compostables from all other refuse and place compostables in a separate container designated for composting. D) Require that all single-use food service ware (plates, bowls, cups) and accessories (straws, utensils, condiment cups) used by tenants at the project site be BPI certified compostable fiber, except where certain materials may be deemed medically necessary or necessary to ensure equal access for persons with disabilities. E) Require that any single-use accessories (straws, utensils, condiment cups) be only available on demand. F) Ensure that containers are audited annually to ensure proper service levels and to check for contamination. Report findings back to occupants within 30 days and to the County as requested. G) Work with the waste hauler to provide educational materials to tenants on at least an annual basis. H) Provide compliance data to the County as required for any current auditing program. Supports 2045 CAP Measures (and Actions): W1 (W1.1, W1.2) and W2 (W2.1, W2.2, W2.5)	<i>IN ADDITION, provide the project's estimated organic waste generation (tons), the amount of organic waste sent to landfills, and the amount of organic waste generated by the project which is diverted from landfills.</i>	
23. TIER 1: Recycle Recyclable Materials The project must comply with all state and local requirements for recycling, also including but not limited to Section 20.72.170 (Recyclable Materials Collection Program) of the Los Angeles County Code and all County requirements pursuant to AB 341 and AB 1826. The project must also: A) Comply with any zero waste ordinance in place at the time of project approval. B) Comply with all Mandatory Construction & Demolition (C&D) Recycling Program Requirements, including Chapter 20.87 (Construction and Demolition Debris Recycling and Reuse). C) Provide substantial storage, collection, and loading of recyclables in a manner that is convenient and safe for all users of the building. Ensure there are sufficient sizes and amount of collection containers for recyclables. Containers must be kept clean, be clearly labeled, and are co-located next to any other solid waste	<i>Describe which project compliance options from the leftmost column you are implementing.</i> <i>OR,</i> <i>Describe why this action is not applicable to your project.</i> <i>OR,</i> <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below).</i> <i>IN ADDITION, provide the total C&D tonnage recycled and/or diverted from landfills, the project's estimated recyclable waste generation (tons), the amount of recyclable waste sent to landfills, and the amount of recyclable waste generated by the project which is diverted from landfills.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply and Alternative Measure Proposed

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
receptacles. Ensure sufficient pick-up of collection containers to meet the needs of the occupants. D) Include space for multi-stream collection containers in any location where a solid waste container is traditionally housed. This includes both outdoor collection containers serviced by a waste hauler or indoor collection containers utilized by occupants. Provide educational materials and training to occupants and tenants in how to properly separate recyclables from all other solid waste and place recyclables in a separate container designated for recycling. E) Ensure that all project occupants and tenants separate recyclables from all other refuse and place recyclables in a separate container designated for recycling. F) Require that all single-use food service ware (plates, bowls, cups) and accessories (straws, utensils, condiment cups) used by tenants at the project site be BPI certified compostable fiber, except where certain materials may be deemed medically necessary or necessary to ensure equal access for persons with disabilities. G) Require that any single-use accessories (straws, utensils, condiment cups) be only available on demand. H) Ensure that containers are audited annually to ensure proper service levels and to check for contamination. Report findings back to occupants within 30 days and to the County as requested. I) Work with the waste hauler to provide educational materials to tenants on at least an annual basis. J) Provide compliance data to the County as required for any current auditing program. Supports 2045 CAP Measures (and Actions): W1 (W1.1, W1.3)		
24. TIER 2: Incorporate On-Site Composting, Mulching, and/or Anaerobic Digestion The project may incorporate organic waste processing capabilities, such as composting, mulching, or anaerobic digestion facilities (where applicable). Collaborate with PW and waste agencies to share organic processing information with interested parties. Supports 2045 CAP Measures (and Actions): W2 (W2.2, W2.3, W2.4)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> <i>OR,</i> <i>Describe why this action is not applicable to your project.</i> <i>OR,</i> <i>Describe why such actions are not incorporated into your project.</i> <i>IN ADDITION, provide information on any anaerobic digestion facilities constructed including their capacity and the amount of organic waste digested and converted to electricity, and the project's total energy generation from organic waste.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply
Agriculture, Forestry, and Other Land Use (AFOLU)		
25. TIER 1: Incorporate Tree Plantings and Expand Urban Forest Cover The project must:	<i>Describe which project compliance options from the leftmost column you are implementing.</i>	☐ Project Complies ☐ Not Applicable

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
A) Enhance and expand urban forest cover and vegetation by planting trees and other vegetation. All trees and vegetation planted must be drought-tolerant or California native trees and plants. B) Comply with the Urban Forest Management Plan. C) Replace all native trees removed by the project with an equal or greater number of new trees. D) To the extent feasible, incorporate equitable urban forest practices and prioritize: i. Tree- and park-poor communities ii. Climate and watershed-appropriate and drought/pest-resistant vegetation iii. Appropriate watering, maintenance, and disposal practices iv. Shading v. Biodiversity Supports 2045 CAP Measures (and Actions): A3 (A3.1, A3.2, A3.3)	OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are infeasible and identify the alternative measure proposed (provide additional documentation as described below).</i> <i>IN ADDITION, provide the total number of trees planted, the total tree canopy cover, the project's total green space area, and the area of impervious surface converted to pervious surfaces.</i>	☐ Project Does Not Comply and Alternative Measure Proposed
26. TIER 2: Conserve Forests, Woodlands, Shrublands, Grasslands, Desert, and other Carbon-Sequestering Wildlands and Working Lands For all projects involving the preservation, conservation, and restoration of agricultural lands, working lands, rangelands, forest lands, wetlands, and other wildlands in unincorporated Los Angeles County, the project may: A) Support the use of public and private land for urban and peri-urban agriculture, such as community gardens, and including urban vertical surfaces. B) Conserve and restore natural forest lands, wetlands and wildlands through land acquisitions and conservation easements. C) Preserve existing agricultural and farmlands, including those mapped as Agricultural Resource Areas. Expand adjoining areas to enlarge farmland area. D) Actively manage forests to reduce wildfire risk and prevent carbon loss in forest lands. Supports 2045 CAP Measures (and Actions): A1 (A1.1 and A1.2)	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are not incorporated into your project.</i> <i>IN ADDITION, provide the total number of acres preserved, conserved, and restored by land type, the number and size of community gardens added, the amount of vertical surface converted, and the acres of forest land managed for wildfire risk reduction and carbon stock savings if applicable.</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply
27. TIER 2: Implement Regenerative Agricultural Practices For all agricultural projects, the project may: A) Utilize fallow and field resting practices to reduce bare-fallow land by adding cover crops and promoting crop rotation for active agricultural sites to improve soil quality and limit risks of nutrient erosion, pollutant runoff, and yield reduction. B) Implement a carbon farming plan with the primary objectives of carbon removal and regenerative agriculture. C) Use compost and/or organic fertilizer.	<i>Describe which project compliance options from the leftmost column you are implementing.</i> OR, <i>Describe why this action is not applicable to your project.</i> OR, <i>Describe why such actions are not incorporated into your project.</i> <i>IN ADDITION, provide the quantity of synthetic fertilizers and compost used / applied, the number of acres of cover crops</i>	☐ Project Complies ☐ Not Applicable ☐ Project Does Not Comply

CEQA STREAMLINING REQUIREMENT	DESCRIPTION OF PROJECT MEASURE(S) / DOCUMENTATION OF COMPLIANCE / EXPLANATION OF NON-COMPLIANCE	PROJECT COMPLIES
Supports 2045 CAP Measures (and Actions): A2 (A2.1, A2.2)	using regenerative agricultural techniques, the tonnage of fertilizer/compost produced each year.	

NOTES:

Abbreviations: 2045 CAP = 2045 Los Angeles County Climate Action Plan; AB = Assembly Bill; AFOLU = Agriculture, Forestry, and Other Land Use; C&D = Construction & Demolition; CALGreen Code = California Green Building Standards Code; CAP = Climate Action Plan; CARB = California Air Resources Board; CEQA = California Environmental Quality Act; County = County of Los Angeles; CPA = Clean Power Alliance; DU = dwelling unit(s); DWR = California Department of Water Resources; EIR = environmental impact report; EV = electric vehicle; EVCS = electric vehicle charging station; General Plan = Los Angeles County General Plan 2035; GHG = greenhouse gas; GWP = global warming potential; HOV = high-occupancy vehicle; HQT = High Quality Transit Area; kW = kilowatts; LEED = Leadership in Energy and Environmental Design; MWELO = Model Water Efficient Landscape Ordinance; PV = photovoltaic; PW = Los Angeles County Department of Public Works; 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; SoCalREN = Southern California Regional Energy Network; TDM = transportation demand management; TIA = Transportation Impact Analysis; VMT = vehicle miles traveled; WUI = wildland urban interface; ZEV = zero-emission vehicle; ZNE = zero net energy.

¹ Although the County has not yet developed the Zero Emission Vehicle Master Plan, the County will develop such a Plan before 2030, pursuant to Implementing Action T6.1 in the 2045 CAP.

² Although the County has not yet developed building performance standards, the County will develop such a standard before 2030, pursuant to Implementing Action E1.1 in the 2045 CAP.

³ Although the County has not yet developed carbon intensity limits, the County will develop such a standard before 2030, pursuant to Implementing Action E1.2 in the 2045 CAP.

⁴ Although the County has not yet developed a ZNE ordinance, the County will develop such a standard before 2030, pursuant to Implementing Action E1.3 in the 2045 CAP.

⁵ Although the County has not yet developed a building decarbonization ordinance, the County will develop such an ordinance before 2030, pursuant to Implementing Action E2.1 in the 2045 CAP.

⁶ Although the County has not yet developed a ZNE ordinance, the County will develop such a standard before 2030, pursuant to Implementing Action E2.2 in the 2045 CAP.

⁷ Although the County has not yet developed building performance standards, the County will develop such a standard before 2030, pursuant to Implementing Action E4.1 in the 2045 CAP.

⁸ Although the County has not yet developed a net zero water ordinance, the County will develop such a standard before 2030, pursuant to Implementing Action E6.1 in the 2045 CAP.

⁹ Although the County has not yet developed building performance standards for building material carbon intensity and high-GWP refrigerants, the County will develop standards before 2030, pursuant to Implementing Actions E3.3 and E3.4 in the 2045 CAP.

Table F-2: 2045 CAP Greenhouse Gas Emissions Reduction Alternative Measures

DESCRIPTION OF PROPOSED ALTERNATIVE MEASURE	DESCRIPTION OF GHG REDUCTION ESTIMATE
Alternative for 2045 CAP Compliance Requirement #: [Number] Emissions Sector: [transportation, building energy and water, waste, AFOLU, or other sector] Measure Description: [Describe the proposed project measure and why it is proposed]	<i>[Demonstrate the effectiveness of the proposed measure to reduce the project's GHG emissions. Include a description of how your measure will reduce emissions and provide supporting quantification documentation and assumptions. The GHG emissions reduction analysis must be consistent with all CEQA guidelines and standard practice for modeling GHG emissions for project measures and actions.]</i>
Alternative for 2045 CAP Compliance Requirement #: [Number] Emissions Sector: [transportation, building energy and water, waste, AFOLU, or other sector] Measure Description: [Describe the proposed project measure and why it is proposed]	<i>[Demonstrate the effectiveness of the proposed measure to reduce the project's GHG emissions. Include a description of how your measure will reduce emissions and provide supporting quantification documentation and assumptions. The GHG emissions reduction analysis must be consistent with all CEQA guidelines and standard practice for modeling GHG emissions for project measures and actions.]</i>
Alternative for 2045 CAP Compliance Requirement #: [Number] Emissions Sector: [transportation, building energy and water, waste, AFOLU, or other sector] Measure Description: [Describe the proposed project measure and why it is proposed]	<i>[Demonstrate the effectiveness of the proposed measure to reduce the project's GHG emissions. Include a description of how your measure will reduce emissions and provide supporting quantification documentation and assumptions. The GHG emissions reduction analysis must be consistent with all CEQA guidelines and standard practice for modeling GHG emissions for project measures and actions.]</i>
Alternative for 2045 CAP Compliance Requirement #: [Number] Emissions Sector: [transportation, building energy and water, waste, AFOLU, or other sector] Measure Description: [Describe the proposed project measure and why it is proposed]	<i>[Demonstrate the effectiveness of the proposed measure to reduce the project's GHG emissions. Include a description of how your measure will reduce emissions and provide supporting quantification documentation and assumptions. The GHG emissions reduction analysis must be consistent with all CEQA guidelines and standard practice for modeling GHG emissions for project measures and actions.]</i>
Alternative for 2045 CAP Compliance Requirement #: [Number] Emissions Sector: [transportation, building energy and water, waste, AFOLU, or other sector] Measure Description: [Describe the proposed project measure and why it is proposed]	<i>[Demonstrate the effectiveness of the proposed measure to reduce the project's GHG emissions. Include a description of how your measure will reduce emissions and provide supporting quantification documentation and assumptions. The GHG emissions reduction analysis must be consistent with all CEQA guidelines and standard practice for modeling GHG emissions for project measures and actions.]</i>
Alternative for 2045 CAP Compliance Requirement #: [Number] Emissions Sector: [transportation, building energy and water, waste, AFOLU, or other sector] Measure Description: [Describe the proposed project measure and why it is proposed]	<i>[Demonstrate the effectiveness of the proposed measure to reduce the project's GHG emissions. Include a description of how your measure will reduce emissions and provide supporting quantification documentation and assumptions. The GHG emissions reduction analysis must be consistent with all CEQA guidelines and standard practice for modeling GHG emissions for project measures and actions.]</i>

F.4 Offsite GHG Reduction Program Framework

Introduction

Action ES5.4 of the 2045 CAP would establish an Offsite GHG Emissions Reduction Program (Offsite Program) for new development to use as a GHG reduction or mitigation pathway for 2045 CAP compliance and to fund programs for reducing GHG emissions in the built environment. This program would allow new development to fund decarbonization programs for existing development to accelerate 2045 CAP measures and actions or go beyond 2045 CAP measures and actions. Future projects that cannot achieve net-zero GHG emissions or are unable to comply with all CEQA streamlining requirements would have the option to participate in the Offsite Program. The Offsite GHG Reduction Program could be used for projects that propose alternative GHG emissions reduction measures to those identified in Table F-1, or that propose to include additional GHG emissions reduction measures beyond those described in Table F-1. This program would allow project applicants to implement local projects that reduce GHG emissions in unincorporated Los Angeles County (referred to herein as *offsite projects*). Such offsite projects must not otherwise be required by law or regulation and would not have happened but for the requirements placed on the project by the 2045 CAP CEQA Streamlining Checklist.

Once the Offsite GHG Reduction Program has been instituted by the County, project applicants will be able to use the program to complete Table F-2. Once established, the Offsite GHG Reduction Program should only be used after all feasible on-site GHG reduction measures are implemented at the project site to demonstrate compliance with the CEQA streamlining requirements.

This section represents a *framework* for the forthcoming Offsite Program; the actual program will be developed after the 2045 CAP is adopted.

CARB Guidance on Offsite GHG Reductions

As discussed in Section F.1, CARB supports “off-site GHG mitigation” in Appendix D of the 2022 Scoping Plan for projects that have implemented all feasible on-site GHG reductions: “If implementation of all feasible on-site GHG reduction measures is insufficient to reduce a project’s impact to a less-than-significant level, the State recommends that the lead agency next explore options to fund or implement **local**, off-site direct GHG reduction strategies.”²¹ The Offsite Program would achieve these goals.

Relationship to 2045 CAP Measures and Actions

The offsite projects that will be allowed in the program fall into two general categories:

1. Offsite projects *included* in the 2045 CAP’s measures and actions.
2. Offsite projects *not included* in the 2045 CAP’s measures and actions.

²¹ California Air Resources Board. 2022. *2022 Scoping Plan for Achieving Carbon Neutrality*. Appendix D, “Local Actions.” November 16, 2022. Available: <https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf>. Accessed in January 2023.

Offsite Projects Included in the 2045 CAP

This category represents projects (and the GHG emissions reductions they create) that *are* already included in the 2045 CAP's measures and actions. An allowable offsite project could involve, for example, accelerating measures, actions, and/or programs that are already identified in the 2045 CAP by providing additional funding to that program. Such projects would not add new programs or actions not already included in the 2045 CAP; they would expand upon and/or accelerate these programs and actions. Example projects are discussed below.

Offsite Projects Not Included in the 2045 CAP

This category represents projects (and the GHG emissions reductions they create) that are *not* already included in the 2045 CAP's measures and actions. An allowable offsite project could involve, for example, creating or funding programs for implementing new technologies (e.g., zero-emission construction equipment) or implementing new emissions reduction measures or actions not considered in the 2045 CAP. Example projects are discussed below.

Offsite Projects Not Eligible

Offsite projects that are implementing planned 2045 CAP measures and actions on the 2045 CAP's identified timeline are not eligible for the Offsite Program. Additionally, an offsite project activity that would be mandated by any current or future ordinance (such as a future ZNE ordinance for new buildings) cannot be used in the Offsite Program.

Carbon offset credits are not permitted to be used as offsite projects. In other words, projects that generate carbon offset credits to be traded on a voluntary market registry are not permitted to be used in this program.

Location

All offsite projects must be located within the jurisdictional boundaries of unincorporated Los Angeles County. Therefore, emissions reductions achieved by such offsite projects will be accounted for in future GHG inventory updates and will contribute toward the emissions reduction targets, which are based on the jurisdictional boundaries of unincorporated Los Angeles County. See 2045 CAP Appendix A for a discussion of the inventory and forecast boundaries.

Offsite projects shall be in the following locations, in order of priority, to the extent available: (1) Within the neighborhood surrounding the project site; (2) within the greater surrounding community (i.e., town); (3) within the same Planning Area; and (4) in other Planning Areas, but within unincorporated Los Angeles County.

Standards

All offsite projects must achieve **six specific standards** to ensure that the GHG reductions produced by offsite projects are environmentally sound; namely that the GHG reductions be real, permanent, quantifiable, verifiable, enforceable, and additional, defined as follows:

- **Real** means that the offsite project's GHG reductions are the direct result of complete emissions accounting. In other words, *real* means that GHG reductions or GHG enhancements result from a demonstrable action or set of actions, and are quantified using appropriate, accurate, and conservative methodologies that account for all GHG

emissions sources, GHG sinks, and GHG reservoirs within the offsite project boundary and account for uncertainty.²²

- **Permanent** means either that GHG reductions and GHG removal enhancements are not reversible, or that when GHG reductions and GHG removal enhancements may be reversible, mechanisms are in place to replace any reversed GHG emissions reductions and GHG removal enhancements to ensure that all credited reductions endure for at least 100 years.
- **Quantifiable** means the ability to accurately measure and calculate GHG reductions or GHG removal enhancements relative to an offsite project's baseline in a reliable and replicable manner for all GHG emissions sources, GHG sinks, or GHG reservoirs included within the offsite project boundary, while accounting for uncertainty. GHG emissions reductions from an activity must be rigorously quantified, and such GHG reductions would only be permitted in an amount that corresponds to the GHG emissions that have been quantified. GHG emissions accounting must be accurate and adhere to standardized quantification methodologies, which are discussed further below.
- **Verifiable** means that an offsite project's assertion of GHG emissions reductions is well documented and transparent, such that it lends itself to an objective review by an accredited verification body. The forthcoming Offsite Program itself may require third-party verification.²³
- **Enforceable** means the authority of the County to hold a particular party responsible to take appropriate action if any of the provisions of the Offsite Program are violated.
- **Additional** means that the offsite project is not otherwise required by law, regulation, or legally binding mandate, and none of the offsite project's GHG emissions reductions would otherwise occur. In other words, an offsite project activity is additional if it can be demonstrated that the activity would result in emissions reductions or removals exceeding what would be achieved in the absence of the incentive provided by the proposed project and the 2045 CAP CEQA Streamlining Checklist. Additionality is an important characteristic the Offsite Program because it indicates that the GHG reductions represent a net environmental benefit and a real reduction of GHG emissions and can thus be used to offset a project's new GHG emissions.

Proposed Process

If an applicant selects to use the Offsite Program as an alternative GHG emissions reduction measure beyond those described in Table F-1, a specific process must be followed. The process will consider the following topics, which are subject to modification by the County in the forthcoming Offsite Program.

Quantification: Project applicants shall provide evidence to the County showing that the offsite project(s) proposed achieve the amount of GHG emissions reductions required. Examples of

²² In general, uncertainty should be accounted for by using conservative assumptions and/or parameter values that tend to underestimate, rather than overestimate, total GHG emissions reductions.

²³ Generally, third-party verification includes a review of all documentation, monitoring data, and procedures used to estimate GHG reductions, and culminate in the verification body's issuance of a report and statement that identifies the quantity of GHG reductions that can be issued to the offsite project. As part of the report and statement, the independent third party verifies that the offsite project has adhered to the pertinent protocol or methodology, to confirm that the offsite project's GHG reductions are real, permanent, quantifiable, enforceable, and additional.

such evidence include applicable methodologies associated with the GHG emissions reductions, quantification calculations, and supporting documentation.

Standards: Project applicants must demonstrate, with substantial evidence, that all six of the offsite project standards are met: *real, permanent, quantifiable, verifiable, enforceable, and additional*.

Enforcement: Project applicants shall obtain all necessary permits and approvals for implementation of the offsite project implementation and such materials shall be submitted to the County for review and approval before project approval.

Timing: Project applicants shall submit documentation to the County identifying the quantity of GHG emissions reductions required by the offsite project over a specific time frame to be identified in the Offsite Program (e.g., before project approval or permit issuance, over the course of buildout of the project).

Monitoring: Project applicants shall submit regular reports documenting the offsite project's achieved GHG emissions reductions over a specified time period (such as the previous or current calendar year).

Example Offsite Projects

- **Local building electrification programs:** Programs that target existing residential and commercial buildings in the project's vicinity for electrification, provided that such electrification actions are not already required by law or regulation, County building performance standards, or reach code requirements. For example, replacing a natural gas-fired heating, ventilation, and air conditioning system with an electric heat pump or replacing a gas stove with an induction cooktop.
- **Off-site EV chargers:** Programs that install EV charging stations, provided that such installations are not already required by law or regulation, or County reach code requirements and the forthcoming Zero Emission Vehicle Master Plan (Measure T6). For example, funding or directly installing EV chargers in multi-unit dwellings in disadvantaged or low-income areas, public locations (schools, libraries, city centers), workplaces, and key destinations (e.g., parks, recreation areas, sports arenas).
- **Local building solar programs:** Programs that target existing residential and commercial buildings in the project's vicinity for rooftop solar photovoltaic installations, provided that such installations are not already required by law or regulation, County building performance standards, or reach code requirements. For example, funding or directly installing rooftop solar installations or community solar systems.
- **Energy storage and microgrids:** Funding for or direct implementation of a microgrid to balance generation from non-controllable renewable power sources, such as solar, with distributed, controllable generation, such as natural gas-fueled combustion turbines; or a strategically deployed battery storage system to make the grid more flexible by unlocking renewable energy and replacing fossil fuel-generated electricity, especially during peak hours. Such programs would be allowed provided they are not already required by law or regulation, County building performance standards, or reach code requirements.
- **Truck and bus electrification programs:** Funding for the purchase of zero-emission vehicle trucks and buses to replace existing fossil fuel-powered trucks and buses;

coordination with local transportation agencies and school districts and replacement of diesel- or gasoline-fueled buses with less-polluting technologies such as compressed natural gas, electric, hybrid-electric, fuel cell, or other commercially available technologies. Such programs would be allowed provided they are not already required by law or regulation, County building performance standards, or reach code requirements.

- **Hydrogen fuel:** Funding for or programs that provide renewable hydrogen fueling stations to nearby truck fleets, such as at logistics warehouses, or other uses of renewable hydrogen fuel as a replacement for fossil fuels. Such programs would be allowed provided they are not already required by law or regulation, County building performance standards, or reach code requirements.

Environmental Impacts Pursuant to CEQA

Project applicants' CEQA documents would be required to disclose the impacts of any offsite projects that are proposed for funding or implementation. The Final PEIR for the 2045 CAP evaluates the potential environmental impacts of the 2045 CAP's measures and actions. For any offsite projects implemented via this program, then, to the extent that such projects include types of activities similar to those contemplated by the 2045 CAP's measures and actions, the resulting environmental impacts would be expected to be similar to those disclosed in the Final PEIR. Project applicants' CEQA documents may rely on the Final PEIR impact analysis for an offsite project similar to those contemplated by the 2045 CAP, unless a specific offsite project causes a new or substantially more severe impact for that project type not addressed in the Final PEIR.

Next Steps and Additional Guidance

This section represents a *framework* for the Offsite Program. The actual Offsite Program will be developed separately after the 2045 CAP is formally adopted and the Final PEIR is certified. Once the formal Offsite Program is developed, project applicants may use it to demonstrate compliance with the CEQA streamlining requirements as indicated above.

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