

**DEPARTMENT OF
CITY PLANNING**

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

CAROLINE CHOE
VICE-PRESIDENT

MARIA CABILDO
MONIQUE LAWSHE

HELEN LEUNG
KAREN MACK

DANA M. PERLMAN
ELIZABETH ZAMORA

**CITY OF LOS ANGELES
CALIFORNIA**



KAREN BASS
MAYOR

EXECUTIVE OFFICES

200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

VINCENT P. BERTONI, AICP
DIRECTOR

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

April 26, 2023

The Honorable City Council
City of Los Angeles
City Hall, Room 395
Los Angeles, California 90012

Dear Honorable Members:

CLIMATE ACTION AND ADAPTATION PLAN IN THE CITY'S GENERAL PLAN; CF 22-1566

INTRODUCTION

On January 25, 2023, the City Council adopted a motion instructing the Department of City Planning (DCP), in consultation with the City Attorney, the Board of Public Works' Climate Emergency Mobilization Office, and other departments as appropriate, to report to the Council on the process, timing, costs, potential funding sources, and benefits of adopting a climate action and adaptation plan into the City's General Plan.

This report provides a background on climate action and adaptation plans, climate action and adaptation planning highlights in the City as well as examples from other jurisdictions, and an analysis of adopting a climate action and adaptation plan into the City's General Plan as requested in the motion.

BACKGROUND

Climate action and adaptation planning is a critical aspect of how cities must now approach their future growth and development strategies. The Department of City Planning has embraced the opportunity to fortify the city's land use policies to be responsive to the global climate change emergency in a way that advances the diverse needs of the City's communities. While policy language on climate resilience and sustainability are covered across the many Elements of the General Plan, the Safety Element currently serves as a central depository. The Department continues to build on this work by further assessing how climate change will continue to impact the City's communities, in particular its most vulnerable populations, to ensure climate equity is a key consideration in subsequent climate planning efforts.

Climate Action and Adaptation Plans Overview

Through the Paris Climate Agreement and the C40 Climate Action Planning Framework, countries around the globe have committed to strengthening their ability to deal with the impacts of climate change through mitigation, adaptation and increased resilience.

California has set its own ambitious goals to move away from fossil fuels to clean and renewable energy with a target reduction of 85% greenhouse gas emissions (GHG) emissions below 1990 levels by 2030 and reaching carbon neutrality by 2045, per AB 1279 (2022). Also known as the California Climate Crisis Act, it builds upon a progressive set of state laws that have shaped the state's GHG emission reduction goals over the past two decades (Assembly Bill 32 in 2006, Senate Bill 32 in 2016, among numerous other bills).

Generally, a climate action and adaptation plan (CAAP) is a comprehensive planning document outlining a city's proposed approach to reduce its impact on the climate (mitigation, or action) and to address climate impacts on the city (adaptation). Climate resilience describes a state of readiness to face climate risks.

The following components are generally considered part of a CAAP:

- Climate Action/Mitigation: GHG emissions inventory, GHG emissions forecast, GHG emissions reduction targets, strategy development, implementation framework, monitoring plan.
- Climate Adaptation: infrastructure and assets inventory, vulnerability assessment, strategy development, implementation framework, monitoring plan.

Although there are numerous government code provisions that outline the major components required to constitute a CAAP, there are no legal requirements for jurisdictions to adopt a CAAP into their General Plan and no specific guidelines on how to package one. Communities have taken a variety of approaches, including: preparing a single, stand-alone plan; preparing separate stand-alone plans covering distinct topics (for instance, a plan for mitigation and a separate one for adaptation); or, having topics integrated into existing plans. Some communities have opted to adopt their CAAP into their General Plan, or use it as a mitigation measure of their General Plan.

The California Environmental Quality Act (CEQA) also allows lead agencies to streamline CEQA review of GHG emissions analysis if the agency has a compliant climate action plan (per CEQA Guidelines 15064(h)(3)). An agency with a plan for the reduction of GHG emissions, as specified in the CEQA Guidelines, may use its certified Environmental Impact Report (EIR) in the cumulative impacts analysis of future GHG reduction projects ("CEQA Compliant CAAP"). The adoption of a CAAP that is intended to require conditions on future development projects or commitments to City actions will itself require CEQA review, whether it's CEQA Compliant or not.

A CEQA Compliant CAAP must meet all of the following requirements:

- a) Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;
- b) Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable;

- c) Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area;
- d) Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;
- e) Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specific levels; and,
- f) Be adopted in a public process following environmental review.

Citywide Climate Action Efforts

The City of Los Angeles has taken significant steps in its efforts to mitigate and adapt to the impacts of climate change. The City's Sustainability pLAn was first published in 2015, formalizing a commitment to addressing the climate emergency. The plan included a series of targets and strategies across different city sectors and departments to reduce GHG emissions. The second iteration of the plan was released in 2019, called L.A.'s Green New Deal. The plan is consistent with the objectives of the Paris Climate Agreement, which commits signatories to a climate action plan to help limit global warming to 1.5 degrees Celsius above pre-industrial levels. This plan is also recognized by the California Air Resources Board as a comprehensive GHG reduction plan; it points to a Community and Municipal GHG Inventory as prepared by the Department of Public Works Bureau of Sanitation (LASAN), sets GHG reduction targets, forecasts emissions and determines emissions reductions required to meet targets, and lays out a selection of strategies to meet emission reduction targets.

Since the development of the Green New Deal, many Departments within the City have either continued or launched new initiatives to help the City meet its climate action and adaptation goals. This report does not contain a comprehensive list of such efforts but instead provides a few key highlights.

In early 2021, the Climate Emergency Mobilization Office (CEMO) was launched within the Board of Public Works to coordinate the commitments made by L.A.'s Green New Deal. CEMO convenes an annual Climate Equity LA Series, in coordination with community-based organizations and other key stakeholders throughout Los Angeles. These sessions help to integrate community knowledge and inform the Climate Emergency Mobilization Commission (CEMC) as they establish priorities. These efforts help to advise the City Council, Mayor, and City Departments to shape equitable climate solutions and investments. For instance, the topic of last year's Climate Equity LA Series helped inform the development of Ordinance No. 187714 (CF 22-0151) that requires all new buildings to be all-electric buildings (building decarbonization). The 2023 Series will focus on extreme heat mitigation and adaptation.

In March of 2021, the Department of Water and Power (LADWP) prepared the Los Angeles 100% Renewable Energy Study (LA100), which found that Los Angeles can achieve reliable, 100% renewable power as early as 2035. It provided a deeper understanding of the challenges and tradeoffs in achieving a 100% renewable power grid, modeling a transition to a clean energy future for Los Angeles. The study was developed to assist LADWP and its stakeholders in designing policies and programs and investing in infrastructure to support equitable, reliable, and affordable access to clean energy through future work programs and has since been used to develop a strategic long-term resource plan to meet the goal of becoming 100% carbon-free by 2035.

The Department of Public Works Bureau of Sanitation (LASAN) completed the One Water LA 2040 Plan in 2018, which identified projects, programs and policies that will yield sustainable, long-term water supplies for Los Angeles and provide greater resiliency to drought conditions and climate change, which includes a climate risk and resilience assessment for wastewater and stormwater infrastructure. This plan was also developed to guide strategic decisions for integrated water projects, programs, and policies within the City.

It should be noted that the City of Los Angeles, unlike many other jurisdictions, also has its own proprietary departments, including the Port of Los Angeles (POLA) and Los Angeles World Airports (LAWA), both of which maintain their own action plans intended to curb GHG emissions related to their extensive municipal operations. For instance, the governing boards for POLA and the Port of Long Beach have approved a Clean Air Action Plan to accelerate progress toward a zero-emission future with strategies to reduce pollution from ships, trucks, trains, harbor craft, and cargo-handling equipment. LAWA also maintains a Sustainability Action Plan with a focus on air and water quality improvements, reduction of noise impacts, and green infrastructure. The Plan sets GHG reduction goals and describes the sustainability programs that are contributing to a significant GHG reduction at LAWA's airports.

Department of City Planning Climate Action Efforts

Much of the Department's work can be categorized as working to address the impacts of climate change. The Department of City Planning has also been a long-standing leader as well as a partner with many other City Departments in supporting climate action and adaptation strategies, primarily through coordinated technical support and through the development of supporting and/or statutorily required long-range planning documents and implementing ordinances. Most recently, the Department prepared and brought forward for approval the Oil and Gas Drilling Ordinance to ban new oil and gas drilling activities citywide. The Department also continues to make progress on the Venice Local Coastal Program (LCP) which places special emphasis on planning for sea level rise and climate change. The Department has in previous reports outlined these and other efforts (CF 18-0600-S55).

Many of the programs and policies from the Green New Deal are synthesized and summarized into the recently updated Safety Element of the General Plan. Adopted in 2021, the Safety Element also makes reference to related General Plan elements that address safety and climate change, including the Health, Wellness, and Equity Element, the Mobility Element, and the Housing Element as well as specific provisions related to climate change adaptation and resilience. It also points to other documents with more detailed information such as additional interrelated long-range plans and code provisions drafted and implemented by other departments. See Table 1 to review specific topics related to climate change and adaptation incorporated into the Safety Element as required by state law.

Table 1 - Policies Addressing Climate Change in the Safety Element of the General Plan	
State Requirements for Safety Elements	City of Los Angeles Safety Element Reference
Climate Change Adaptation and Resilience (Government Code Section 65302[g][4])	<p>Chapter: Existing Conditions, Hazard Issues and Mitigation History</p> <p>Section: Climate Change, including a reference to the LHMP Risk Assessment, which serves as the City's Vulnerability Assessment, and chapters on Adverse Weather/Extreme Heat, Climate Change / Sea Level Rise and Drought.</p>
Vulnerability Assessment [Government Code Section 65302(g)(4)(A)]	<p>Chapter: Existing Conditions, Hazard Issues and Mitigation History</p> <p>Sections: General Disaster Prevention, Response and Recovery; Wildland and Urban Fire; Flood and other Water Hazards; Climate Change, LHMP Risk Assessment</p>
Climate Change – Goals, Policies and Objectives (Government Code Section 65302[g][4][B])	<p>Chapter: Goals, Objectives and Policies</p> <p>Section: Hazard Mitigations; Objective: Confront the global climate emergency by setting measurable targets for carbon reduction that are consistent with the best available methods and data, center equity and environmental justice, and foster broader environmental sustainability and resiliency (13 related policies)</p>
Climate Change – Feasible Mitigation (Government Code Section 65302[g][4][C])	<p>Program Numbers: 1, 2, 3, 10, 12, 13, 14, 15, 16, 17, 18, 23, 26, 27, 30, 38, 49</p>
This table describes state requirements for climate change adaptation and resilience in the Safety Element of the General Plan and the corresponding Chapter, Section, Objective, and/or Program which addresses those requirements.	

The Safety Element also incorporates the City's Local Hazard Mitigation Plan (LHMP) by reference. The LHMP guides the City in reducing risks from disasters to people, property, economy and environment. It is currently being updated by the Emergency Management Department (EMD), and is required to be periodically updated in order to maintain access to federal disaster grant assistance, among other benefits. Altogether, the components of the Safety Element and the documents it references satisfy state requirements per Senate Bill 379 (2015).

The Department has identified the need to go beyond state requirements in order to elevate the priority of climate vulnerability planning. In particular, the City would like to ensure that adaptation planning efforts center the needs and voices of communities most historically disinvested, pollution burdened, and impacted by climate change to address the root causes of these disparities in conjunction with known climate hazards. To this end, the Department is in the process of bringing on a consultant to support the development of a Climate Vulnerability Assessment (CVA) which will be conducted in collaboration with CEMO and EMD with an estimated one-year timeline. A CVA will help the City to better prioritize climate action related strategies and inform future decision making, including pertinent updates to the General Plan.

CLIMATE ACTION AND ADAPTATION PLANS IN OTHER JURISDICTIONS

DCP has conducted research on climate action and adaptation plans of other jurisdictions in order to gain a better understanding of the various ways in which cities have begun to document their climate action and/or adaptation efforts. This exercise has provided background information on the scope and timelines of these efforts as well as a general understanding about the resources that might be necessary to undertake a similar effort in the City.

Generally, cities put together CAAPs to achieve different goals; some plans are focused on compliance, for example to meet the requirements of state laws like SB 379 or SB 1000, or to meet international standards like the Paris Climate Agreement, while others are used as a visionary blueprint for future climate action and adaptation work. Some CAAPs function as a stand-alone plan, while others are either part of a general plan or help to mitigate the growth strategy in a general plan. There are also recent examples of plans that aspired to utilize the streamlining benefits of CEQA for the review of future GHG reduction projects by drafting their CAAP in accordance with CEQA Guidelines. As mentioned above, the City of Los Angeles has approached climate action planning through the preparation of a number of different plans across city departments, some of which have been undertaken by proprietary departments. Climate action efforts implemented by proprietary departments are a critical component of the comprehensive climate action planning landscape in Los Angeles, and also add a level of complexity not encountered by other jurisdictions when considering how to package a CAAP.

Summarized in Table 2 below is a short summary of examples that highlight the assortment of approaches related to climate action and adaptation planning in other jurisdictions.

Table 2: Highlights of Climate Action and Adaptation Plans in Other Jurisdictions			
Jurisdiction	Description of Approach	Status	Meets CAAP CEQA Guidelines for GHG Analysis Streamlining
<u>Los Angeles County</u>	Component of the Air Quality Element of the General Plan	PEIR in progress	Yes
<u>Long Beach</u>	Mitigation Measure for the Land Use Element of the General Plan	Adopted August 2022	Yes
<u>San Francisco</u>	Stand-alone Document	Released December 2021; <u>Implementation strategy released November 2022</u>	No

Los Angeles County Climate Action Plan

Preceded by a Climate Vulnerability Assessment, the Los Angeles County Climate Action Plan is the County's path toward meeting the goals of the Paris Agreement and achieving carbon neutrality for unincorporated areas of the County. As a component of the County's General Plan Air Quality Element, the LA County Climate Action Plan is intended to be used to comply with CEQA Guidelines for project-level review streamlining purposes. The Climate Action Plan includes a focus on implementation and monitoring by calling for the creation of a cross-departmental implementation team to help implement listed actions, identify funding, and monitor annual progress led by their Chief Sustainability Office and the Department of Regional Planning. It should be noted that this particular Climate Action Plan does not focus on climate change adaptation, albeit an interrelated topic within the plan. The Programmatic Environmental Impact Report (PEIR) is currently in the process of being drafted.

Long Beach Climate Action and Adaptation Plan

The Long Beach Climate Action and Adaptation Plan was adopted in August 2022, led by the Planning Bureau of the Development Services Department. It was incorporated into the Long Beach General Plan as a mitigation measure of the Land Use Element and was also written to comply with CEQA Guidelines in order to streamline future plans and projects. The CAAP was also written to comply with statutory requirements such as SB 379 and SB 1000.

San Francisco Climate Action Plan

In December 2021, the Mayor of San Francisco released the City's Climate Action Plan which was developed through a multi-agency and stakeholder process led by the San Francisco Department of the Environment. San Francisco's plan was not developed as a CEQA compliant CAP, but, rather, it points to the City's various agencies and documents in support of their commitment to prioritize climate action and adaptation. A subsequent study followed up on the San Francisco CAP by delineating strategies for revenue, implementation, and equity that will continue as an iterative aspect of the City's CAP.

This study identified the diverse mix of revenue streams that will be required to support the CAP's implementation, including both an assessment of existing revenue strategies and future revenue-generating scenarios to meet its high-end estimated cost of over \$20 billion.

Litigation on CAAPs in Other Jurisdictions

Research has also revealed that the adoption of a CAAP and related CEQA documents prepared to support such action have become the target of successful litigation against local municipalities. Litigation has proven successful for challenges to other agency CAAPs where the agency set for itself hard emission reduction targets and the agency was found to have failed to support such targets with substantial evidence that it had adequate measures to meet those targets. An example of this is in the County of San Diego, which has been attempting to adopt a CAAP for 10 years. The County adopted a CAAP and an Addendum to the General Plan EIR in 2012 and was subsequently challenged. The challenge was upheld because, among the court's findings, it was found that some of the reduction measures in the CAAP would not achieve identified reductions because they were not funded or subject to firm commitments (*Sierra Club v County of San Diego* (2014) 231 Cal.App.4th 1152).

Other litigation vulnerabilities and difficulties exist in tying a CAAP's local GHG emission targets to State emission targets. Per AB 1279, the California Air Resources Board (CARB) approved its Final 2022 Scoping Plan Update which provides the State framework to achieve the AB 1279 target of achieving carbon neutrality by no later than 2045. Notably, the State Scoping Plan does not identify targets of reductions for individual development projects or other local land use projects, making it a challenge to directly compare project emission and statewide reduction levels such as those that would potentially be outlined in a CAAP. Furthermore, if an agency prepares a CAAP, the Scoping Plan does not recommend a specific GHG target or target-setting method for local governments, but does present some considerations for various target-setting approaches. These include focusing on three priority areas that have the potential for addressing the largest sources of GHG emissions within their jurisdictions: 1) transportation electrification; 2) VMT reduction; and 3) building decarbonization.

CLIMATE ACTION AND ADAPTATION PLAN IN THE CITY'S GENERAL PLAN

The General Plan serves as a high-level policy document that articulates a vision for growth and development while regulatory measures are traditionally part of subsequent work programs to implement that high level vision. For example, the recent update to the Transportation Demand Management (TDM) Program, which will require certain new development projects to implement an expanded number of strategies to reduce vehicle trips, was first articulated as a policy topic and program within the Mobility Element of the General Plan. The completion of implementation programs depends on a number of factors, such as City and community priorities, finances, and other City resources. To the extent that the General Plan is a long-range policy document which takes significant time, resources, and additional CEQA review to update or amend, it may be challenging to maintain a CAAP as part of the General Plan since a CAAP would need to be amended periodically to incorporate emerging best practices and evolving science, as required by law.

Generally, the benefits of adopting a climate action and adaptation plan into the General Plan are that it can facilitate increased public understanding of the City's climate action and adaptation strategy while centralized coordination may also help City departments leverage efforts and increase implementation efficiency. The Green New Deal is an example of how this has been accomplished in the past, and although it was not initially part of the General Plan, many of its policy objectives are reflected in the most recently updated Safety Element.

There are also some potential legal benefits and limitations or challenges related to the adoption of a CAAP directly into the General Plan. Including a CAAP in the General Plan will require future land use approvals to be consistent with the CAAP. City Charter Sections 556 and 558 require among other things, consistency with the General Plan. However, as demonstrated by the San Diego litigation highlighted above, adopting hard targets can bring its own risk if the agency later cannot show compliance, whether it be because the agency cannot fund those measures or cannot meet the targets. There is also potential risk to land use approvals if the City fails to comply with a CAAP in the General Plan. For instance, most discretionary development projects are required to make consistency findings with the City's General Plan. If the City fails to fully comply with the CAAP, for example due to unanticipated funding challenges, it may prove more difficult to make General Plan consistency findings for development projects where the nature of the non-compliance has a nexus to the development project, and where undertaking the development project could exacerbate production of GHG emissions. Inclusion of a CAAP in the General Plan also has the potential to complicate or even conflict with ongoing efforts to streamline the review and approval of affordable housing if such projects were to become challenged over consistency with the General Plan; it can make the already ambitious effort of meeting the City's state mandated Regional Housing Needs Assessment (RHNA) goal of 486K units more challenging by creating additional compliance requirements.

If the City adopts a CAAP, it may be more prudent to prepare one that does not take the additional steps to meet the criteria to be a CEQA Compliant CAAP. The City's current approach to doing GHG analysis has proven defensible and reliance on a new CAAP may raise new uncertainties and legal challenges. Even with a CEQA Compliant CAAP in place, future development projects may not be able to avoid doing a GHG analysis in their CEQA clearance which may potentially limit or eliminate the streamlining benefits of having a CEQA Compliant CAAP. The City should also carefully consider whether to include the CAAP in part or in total in the General Plan and whether to make any measures or actions in the CAAP mandatory, as both can create additional legal vulnerabilities and potentially affect the land use approval process.

Regardless of whether the City chooses to pursue a CEQA Compliant CAAP, when developing local climate plans, measures, policies, and actions, CARB's Scoping Plan recommends incorporating the strategies as listed in Appendix 1. A cursory review of these strategies revealed that the City is actively working towards implementing a wide range of variation of these strategies outside of the General Plan. Similar to the San Francisco example highlighted above, an alternative to embedding a CAAP into the General Plan is to prepare a stand-alone CAAP that can both leverage and complement existing climate action and adaptation work in the City, including the City's own General Plan. This could be carried out in a manner similar to other City plans developed outside the General Plan itself, such as the One Water LA Plan or LA River Revitalization Master Plan.

Costs and Funding Sources Related to Adopting a CAAP

CAAPs require significant technical resources and ongoing staffing assignments. Consultants would also be necessary to prepare supporting technical analysis and environmental clearances. The Department has outlined estimated costs for this work in previous reports (CF18-0600-S54).

The Department has estimated that the development of a CEQA Compliant CAAP will require a team consisting of one Senior City Planner, one City Planner, and two City Planning Associates, in addition to contractual services for environmental and outreach focused consultants to support an equity-driven approach. The environmental consultant costs include specific technical support to conduct a GHG inventory in addition to the required environmental clearance. Following the adoption of a CEQA Compliant CAAP, ongoing staffing would be necessary for maintenance and reporting obligations as specified by State law. Implementation costs are not included in this estimate but a team with two full time dedicated staff at the City Planner and City Planning Associate levels would be necessary to monitor this program on an ongoing basis. A part time Senior Planner would also be required in order to facilitate inter-departmental collaboration and oversee the work of the implementation team. Additional departments, like CEMO, could potentially also assist with implementation which would require additional resources not listed in this estimate.

CEQA Compliant CAAP (\$3,361,172 - \$4,039,896)

The estimated timeline for the adoption effort will range between 3-4 years.

- Staff costs: \$2,036,172 - \$2,714,896
- Environmental consultant costs: \$1,100,000
- Outreach consultant costs: \$225,000

Non-CEQA Compliant CAAP (\$2,561,172 - \$3,239,896)

The development of a non-CEQA compliant CAAP will still require similar staffing levels in addition to contractual services for outreach and the required environmental clearance. The costs for a non-CEQA compliant CAAP would be reduced by about \$800,000 in contractual services for a GHG inventory. Under this scenario, the City could build off of Community and Municipal GHG inventory efforts previously undertaken by LASAN, as well as other climate action planning efforts by various City departments.

- Staff costs: \$2,036,172 - \$2,714,896
- Environmental consultant costs: \$300,000
- Outreach consultant costs: \$225,000

Funding Sources to Support Climate Action and Adaptation

Los Angeles has a unique ecological, built and social landscape that creates challenges, but also poses tremendous opportunities to meaningfully impact outcomes related to climate change adaptation and mitigation. There are several grant opportunities that can assist municipalities with their climate action and adaptation planning efforts. At the federal level, President Biden signed Executive Order 14008, launching the Justice40 initiative which made it a goal that 40 percent of the overall benefits of certain Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution. In Los Angeles, using the CalEnviroScreen 4.0 methodology, nearly 50% of the City's census tracts are considered "disadvantaged".

The Governor's Office of Planning and Research (OPR) houses the Integrated Climate Adaptation and Resiliency Program (ICARP) which established a clearinghouse for climate adaptation planning and decision-making resources, including several funding and financing guidance tools. A few potential funding sources that the Department could explore further are included below. Notably, the funding sources do not generally limit jurisdictions to having a climate action plan embedded in their General Plan.

ICARP has recently developed three new grant programs authorized in the 2021 State Climate Budget which include the Adaptation Planning Grant Program, the Regional Resilience Planning and Implementation Grant Program, and the Extreme Heat and Community Resilience Grant Program. These grant opportunities have near-term deadlines but some will continue into future cycles of funding. The Department will continue to monitor these and other opportunities and additional sources that align with the timing of the City's future climate action planning efforts.

CONCLUSION

As discussed in this report, numerous efforts throughout the City have been dedicated to address climate change adaptation and mitigation, including significant work in recent years to incorporate robust policies in the City's General Plan. The Department of City Planning appreciates this opportunity to provide an overview of this important work and looks forward to continuing its commitment to meaningfully address climate change, including a significant investment to center equity by conducting a Climate Vulnerability Assessment to inform future climate action and adaptation policies and strategies.

For questions, please contact Senior City Planner Marie Cobian at marie.cobian@lacity.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'Vincent P. Bertoni', with a stylized, looping flourish at the end.

VINCENT P. BERTONI, AICP
Director of Planning

VPB:AV:NPM:MC:fi

Appendix 1 - California Air Resources Board 2022 Final Scoping Plan (Appendix D: Local Actions)

Priority Areas	Priority ¹ GHG Reduction Strategies
Transportation Electrification	Convert local government fleets to ZEVs and provide EV charging at public sites
	Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans)
VMT Reduction	Reduce or eliminate minimum parking standards ²
	Implement Complete Streets policies and investments, consistent with general plan circulation element requirements ^{3,4}
	Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.
	Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking
	Implement parking pricing or transportation demand management pricing strategies
	Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood) ⁵
	Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert “greenfield” land to urban uses (e.g., green belts, strategic conservation easements)
Building Decarbonization	Adopt all-electric new construction reach codes for residential and commercial uses ⁶
	Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers)
	Adopt policies and incentive programs to electrify all appliances and equipment in existing buildings such as appliance rebates, existing building reach codes, or time of sale electrification ordinances
	Facilitate deployment of renewable energy production and distribution and energy storage on privately owned land uses (e.g., permit streamlining, information sharing)

	Deploy renewable energy production and energy storage directly in new public projects and on existing public facilities (e.g., solar photovoltaic systems on rooftops of municipal buildings and on canopies in public parking lots, battery storage systems in municipal buildings)
<p>¹These areas and strategies are designated as “priority” because they are the GHG reduction opportunities over which local governments have the most authority and that have the highest GHG reduction potential.</p> <p>²AB 2097, adopted by the Legislature and signed by the Governor in September 2022 eliminates parking requirements for residential and commercial development within a half-mile of transit. Government Code, § 65863.2. “Residential, commercial, or other development types: parking requirements.” Available at: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220AB2097</p> <p>³U.S. Department of Transportation. Complete Streets. Available at: https://www.transportation.gov/mission/health/complete-streets.</p> <p>⁴OPR. General Plan Guidelines - Chapter 4 Circulation Element. Available at: https://opr.ca.gov/planning/general-plan/guidelines.html.</p> <p>⁵AB 2011, adopted by the Legislature and signed by the Governor in September 2022 streamlines multifamily housing development that meet affordability, labor, and other objective standards in parcels zoned for office, retail, or parking uses. Government Code, § 65912.100. “Affordable Housing and High Road Jobs Act of 2022.” Available at: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220AB2011</p> <p>⁶California Energy Commission. Local Ordinance Exceeding the 2019 Energy Code. Available at: https://www.energy.ca.gov/programs-andtopics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency-3.</p>	