AGENDA
REGULAR MEETING OF THE MAYWOOD PLANNING COMMISSION

TUESDAY, MARCH 17, 2026 AT 7:00 PM

Maywood City Council Chambers
4319 E. Slauson Avenue, Maywood, CA 90270
www.cityofmaywood.org

I. CALL TO ORDER/ROLL CALL

COMMISSIONERS
Angelinda Martinez, Chairperson
Diego Jimenez
Jean D. Olmedo
Raul Rodriguez

STAFF
Daisy Guerrero, Deputy Director of Building and Planning
Lindsay Thorson, Assistant City Attorney
Mario Arellano, Associate Planner

II. MEETING PROCEDURES

THIS MEETING WILL BE HELD IN PERSON.

THE MEETING WILL BE AVAILABLE FOR VIEWING VIA ZOOM:

https://us02web.zoom.us/j/86424303195.

Public Participation Options:

1. **In-Person**: Council Chambers located at 4319 E. Slauson Avenue, Maywood, CA
2. **Before the Meeting**: Public comment will be accepted for the record in advance by 5:30 p.m. the day of the meeting by email to miguel.leon@cityofmaywood.org; or if you are unable to email, please call the City Clerk's Office at (323) 562-5714. Your comment will be made part of the written record but will NOT be read verbally at the meeting.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in the Council Meeting, please contact the City Clerk's Office (323) 562-5714 within 72 hours of the meeting.

III. APPROVAL OF AGENDA

IV. PUBLIC COMMENT (Time allotted: 3 minutes)

At this time, members of the public may address the Commission on matters not listed on the Planning Commission agenda. Please note that the Commission is not permitted to discuss or take action on items not included on the agenda, except as otherwise authorized by law. To provide public comment during this portion of the meeting, please refer to the instructions in Section **III. MEETING PROCEDURES** on page 1 of this agenda.

V. PUBLIC HEARING

1. PUBLIC HEARING TO CONSIDER A RECOMMENDATION TO APPROVE RESOLUTION NO. PC 26-0478 ADOPTING THE CITY OF MAYWOOD CLIMATE ACTION, ADAPTATION, AND RESILIENCE PLAN (CAARP) AND ASSOCIATED CEQA DOCUMENTATION

VI. CONSENT CALENDAR

All matters listed under CONSENT CALENDAR do not require significant reporting and/or discussion for decision, or are considered to be routine, and will be approved by one motion as recommended. There will be no separate discussion of these items unless a Commissioner or staff request separate discussion prior to approval.

2. RECOMMENDATION TO RECEIVE AND FILE THE 2025 GENERAL PLAN AND HOUSING ELEMENT ANNUAL PROGRESS REPORTS

VII. DISCUSSION

3. PRESENTATION OF THE CITY'S URBAN FOREST MANAGEMENT PLAN AND CONSIDERATION OF RESOLUTION NO. PC 26-0479 RECOMMENDING ADOPTION OF THE PLAN AND ASSOCIATED CEQA DOCUMENTATION TO THE CITY COUNCIL

VIII. DIRECTOR'S REPORT

IX. COMMISSION COMMENTS

X. ADJOURNMENT - The next Regular Meeting of the Maywood Planning Commission is scheduled for April 21, 2026, in the City Council Chambers.

PUBLIC ACCESS TO MEETING AGENDA AND AGENDA PACKETS

I, _____, City Clerk or Deputy City Clerk hereby certify that this agenda was duly posted by law at 4319 E. Slauson Avenue, Maywood, CA 90270 and the City Website. Any public record, relating to an open session agenda item, that is distributed

within 72 hours prior to the meeting is available for public inspection at the Maywood City Hall, 4319 E. Slauson Avenue, Maywood CA 90270. If you challenge in court any discussion or action taken concerning an item on this Agenda, you may be limited to rising only those issues you or someone else raised during the meeting or in written correspondence delivered to the City at or prior to the City's consideration of the item at the meeting. In compliance with the ADA, if you need special assistance for the meeting, call (323) 562-5723 within 72 hours prior to the meeting so the City can make reasonable arrangements to ensure accessibility.

AGENDA REPORT
CITY OF MAYWOOD

AGENDA ITEM NO. 1.

DATE: March 17, 2026

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: DAISY GUERRERO, DEPUTY DIRECTORY OF BUILDING AND PLANNING

BY: DAISY GUERRERO, DEPUTY DIRECTORY OF BUILDING AND PLANNING

SUBJECT: PUBLIC HEARING TO CONSIDER A RECOMMENDATION TO APPROVE RESOLUTION NO. PC 26-0478 ADOPTING THE CITY OF MAYWOOD CLIMATE ACTION, ADAPTATION, AND RESILIENCE PLAN (CAARP) AND ASSOCIATED CEQA DOCUMENTATION

RECOMMENDATION:
City staff recommends that the Planning Commission adopt Resolution No. PC 26-0478 approving the City of Maywood Climate Action, Adaptation, and Resilience Plan (CAARP), adopting the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP), and finding that the Plan is consistent with the City's General Plan.

BACKGROUND:

The City of Maywood has been developing its first Climate Action, Adaptation, and Resilience Plan (CAARP) to establish a comprehensive framework to address climate change impacts, reduce greenhouse gas emissions, and strengthen community resilience.

Climate change presents significant environmental, economic, and public health challenges. Greenhouse gases such as carbon dioxide, methane, and nitrous oxide have increased significantly over the past century, contributing to rising global temperatures and environmental hazards.

The CAARP provides a roadmap for the City to:

- Reduce greenhouse gas (GHG) emissions
- Improve community resilience to climate change
- Support environmental justice
- Guide long-term planning, policy development, and investment decisions

The CAARP identifies strategies, policies, and actions to reduce emissions while preparing the community to respond to climate-related impacts such as extreme heat, flooding, drought, and air quality challenges.

The City is particularly vulnerable to climate impacts due to environmental conditions including proximity to industrial facilities, major transportation corridors, and areas prone to heat and flooding. The CAARP also

supports statewide climate goals, including Senate Bill 32, which requires California to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030.

The development of the CAARP has occurred over several years and included technical analysis, community engagement, and environmental review. Key milestones in the development of the Plan include the following:

Date	Milestone
May 12, 2022	City issued a Request for Proposals (RFP) for consultant services to prepare the Climate Action, Adaptation, and Resilience Plan
June 3, 2022	Deadline for submission of proposals for CAARP consultant services
October 12, 2022	Environmental Science Associates (ESA) presented an overview of the CAARP planning effort to the Maywood City Council
December 19, 2025	Draft Climate Action, Adaptation, and Resilience Plan released for public review
January 2, 2026	Initial Study / Mitigated Negative Declaration (IS/MND) released for public review and submitted to the State Clearinghouse
February 2, 2026	Close of public comment period for both the Draft CAARP and the Draft IS/MND

All comments received during the public review period were considered in preparation of the final CAARP and environmental documentation.

DISCUSSION:

The Climate Action, Adaptation, and Resilience Plan (CAARP) is a comprehensive planning document that establishes policies, strategies, and actions to reduce greenhouse gas emissions and prepare the community for climate-related impacts.

The CAARP supports and advances numerous goals and policies contained within the City's General Plan, which serves as the City’s primary long-range planning document guiding future development, land use decisions, and environmental stewardship.

The CAARP establishes a comprehensive framework to reduce greenhouse gas emissions and strengthen climate resilience through sector-based strategies addressing energy, transportation, land use, water conservation, waste reduction, and community resilience.

Implementation of the CAARP complements existing General Plan policies and provides an implementation mechanism to advance environmental sustainability, improve air quality, reduce energy consumption, and enhance community resilience.

The following examples demonstrate how the CAARP aligns with and supports key General Plan goals and policies.

1. Energy Efficiency and Air Quality | Conservation Element

The CAARP includes strategies to reduce energy consumption and greenhouse gas emissions through improvements in building efficiency, electrification, renewable energy adoption, and municipal energy conservation programs.

These strategies support the General Plan Conservation Element, which promotes improved air quality and reductions in pollutant emissions. The Conservation Element identifies mobile sources such as vehicles and stationary sources such as industrial facilities as significant contributors to regional air pollution and encourages policies that reduce emissions and improve environmental conditions.

Examples of CAARP actions that support General Plan policies include:

• Promoting energy efficiency improvements in residential and commercial buildings
• Encouraging renewable energy generation and solar installations
• Supporting electrification of municipal operations and facilities
• Encouraging energy conservation programs that reduce overall community energy demand

These actions help reduce emissions of greenhouse gases such as carbon dioxide, methane, and nitrous oxide that contribute to climate change and poor air quality.

2. Transportation and Mobility | Circulation Element

Transportation represents a major source of greenhouse gas emissions in urban areas. The CAARP includes strategies to reduce transportation-related emissions through measures such as improving transit access, encouraging alternative transportation modes, and supporting land use patterns that reduce vehicle miles traveled.

These strategies align with General Plan policies that recognize the importance of transportation planning in improving air quality and reducing vehicle emissions. The General Plan encourages the use of public transportation systems, transportation management programs, and other strategies to reduce vehicle-related pollution.

Examples of CAARP transportation strategies include:

• Encouraging the use of public transit and regional transit connections
• Supporting infrastructure for active transportation such as walking and bicycling
• Promoting electric vehicle adoption and charging infrastructure
• Reducing vehicle miles traveled through improved land use planning and transit connectivity

These measures also align with broader statewide climate policies that link transportation planning and land use decisions to greenhouse gas reduction strategies.

3. Land Use Planning and Sustainable Development | Land Use Element

The CAARP also supports sustainable land use patterns that reduce environmental impacts and support climate mitigation goals.

The City's General Plan Land Use Element establishes policies guiding long-term development patterns and the physical organization of the community. Land use planning plays a critical role in reducing greenhouse gas emissions by influencing transportation patterns, infrastructure efficiency, and energy consumption.

CAARP strategies that support these objectives include:

• Encouraging compact development patterns near transit corridors
• Promoting mixed-use and transit-supportive development
• Integrating climate considerations into future planning and development review
• Supporting sustainable infrastructure and climate-resilient design standards

These strategies support the General Plan’s broader vision for maintaining vibrant residential neighborhoods, improving commercial corridors, and guiding sustainable redevelopment within the City.

4. Urban Forestry and Heat Resilience | Conservation and Environmental Justice Elements

The CAARP identifies urban forestry as a key strategy for addressing climate change and improving environmental quality within the City.

Urban tree canopy expansion helps reduce urban heat island effects, improve air quality, provide shade, and enhance neighborhood aesthetics. These benefits are particularly important for urban communities such as

Maywood that are vulnerable to heat events and air pollution.

The City's upcoming Urban Forest Management Plan initiatives seek to expand and preserve the tree canopy to improve environmental conditions, reduce heat, and enhance community quality of life.

Examples of CAARP actions supporting these goals include:

• Expanding tree planting programs
• Protecting existing tree canopy
• Integrating green infrastructure into public spaces and streetscapes
• Reducing heat exposure in vulnerable neighborhoods

Urban forestry initiatives also provide additional benefits including improved air quality, reduced cooling costs, and enhanced community aesthetics.

5. Water Conservation and Resource Management | Conservation Element

Water conservation is another key component of both the General Plan and the CAARP.

The General Plan Conservation Element encourages the use of water-efficient landscaping, drought-resistant plant materials, and water conservation programs to reduce water demand and improve long-term resource sustainability.

CAARP strategies that support these policies include:

• Encouraging water-efficient landscaping practices
• Promoting drought-tolerant landscaping in new development
• Improving stormwater management and water reuse opportunities
• Supporting conservation programs that reduce community water consumption

These strategies help improve resource efficiency and prepare the City for future drought conditions and water supply challenges associated with climate change.

6. Waste Reduction and Sustainable Resource Use | Conservation Element

The CAARP includes strategies to reduce waste generation and increase recycling and composting programs.

Reducing landfill waste decreases methane emissions associated with decomposing organic material and supports broader climate mitigation efforts.

Examples of CAARP waste reduction strategies include:

• Increasing recycling and composting participation
• Encouraging waste diversion programs
• Promoting sustainable purchasing and waste reduction practices within municipal operations

These actions support broader environmental sustainability goals and help reduce greenhouse gas emissions from waste disposal.

7. Community Resilience and Climate Adaptation | Safety and Environmental Justice Element

In addition to greenhouse gas reduction, the CAARP focuses on preparing the community for climate-related impacts such as extreme heat, flooding, and poor air quality.

Maywood is considered particularly vulnerable to climate impacts due to its urban environment, proximity to industrial areas, and exposure to extreme heat and air pollution conditions.

The CAARP therefore includes resilience strategies such as:

• Extreme heat preparedness and cooling strategies
• Public health and environmental justice initiatives
• Climate-resilient infrastructure planning
• Community education and outreach programs

These measures help protect vulnerable populations and strengthen the City's ability to respond to climate-related hazards.

Upon adoption, the CAARP will serve as a guiding policy document for future planning initiatives, capital improvement planning, and development review activities. The development of the CAARP included a robust community engagement process designed to gather input from residents, community stakeholders, and local organizations.

Further, the City partnered with Environmental Science Associates (ESA) and the Institute for Local Government to facilitate the development of the CAARP and conduct community outreach.

Engagement efforts included:

• Community surveys
• Stakeholder outreach
• Public engagement meetings
• Online informational resources and project updates

Community feedback helped inform the development of the Plan's strategies and priorities and ensured that the CAARP reflects local concerns and community needs.

Adoption of the CAARP will establish a strategic framework to guide future policies and programs that reduce greenhouse gas emissions, enhance climate resilience, and support long-term environmental stewardship. By integrating climate considerations into land use planning, transportation planning, resource management, and environmental protection efforts, the CAARP strengthens the City's long-term planning framework and supports implementation of multiple General Plan elements.

For these reasons, staff recommends that the Planning Commission adopt Resolution No. PC 26-0478 recommending approval of the Climate Action, Adaptation, and Resilience Plan, adoption of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and finding the Plan consistent with the City's General Plan.

LEGAL REVIEW:

Pursuant to the California Environmental Quality Act (CEQA), the City prepared an Initial Study to evaluate potential environmental impacts associated with implementation of the CAARP.

Based on the analysis, the City determined that the project would not result in significant environmental impacts with implementation of mitigation measures. Therefore, an Initial Study / Mitigated Negative Declaration (IS/MND) was prepared.

The Draft IS/MND was circulated for public review from January 2, 2026, through February 2, 2026, consistent with CEQA requirements.

A Mitigation Monitoring and Reporting Program (MMRP) has been prepared to ensure that identified mitigation measures are implemented during future project implementation.

FISCAL IMPACT:

ATTACHMENT(S)

1. Attachment A - Climate Action Adaptation and Resilience Plan (CAARP)
2. Attachment B - Initial Study/Mitigated Negative Declaration, Mitigation Monitoring and Reporting Program
3. Attachment C - ERRATA and Public Comments
4. Attachment D - Maywood CAARP - Notice of Intent
5. Attachment E - Resolution No. PC 26-0478

CITY OF MAYWOOD

Climate Action Adaptation and Resilience Plan

Public Draft

December 2025

CITY OF MAYWOOD

Climate Action Adaptation and Resilience Plan

Public Draft

December 2025

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Climate Action Adaptation and Resilience Plan

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Acknowledgements

The City of Maywood strives to create a healthy, sustainable, and resilient community while furthering the City's history of environmental leadership, policy, and stewardship. In developing the Climate Action, Adaptation, and Resilience Plan (CAARP), we would like to thank the Maywood community and stakeholders who took the time to participate in the outreach process to share their priorities and experiences, and also thank the Maywood City Council, Planning Commission, Community Development Department, Public Works Department, and other City staff who provided additional feedback, guidance, and content throughout the plan development process. These contributions were invaluable to the creation of this CAARP and will continue to be instrumental throughout its implementation.

City Council

Heber Marquez, Mayor

Jaime Flores, Mayor Pro Tem

Eddie De La Riva, Councilmember

Frank Garcia, Councilmember

Jaime Flores, Councilmember

CAARP Advisory Committee

Amigos de Los Rios

City Fabrick

City of Los Angeles

The Climate Initiative

Climate Resolve

East Yard Communities for Environmental Justice (EYCEJ)

GRID Alternatives

Gateway Cities Council of Governments

LA Nature for All

Los Angeles Regional Collaborative for Climate Action

Maywood Center for Enriched Studies High School (youth focus group)

Sierra Club Angeles Chapter

South Coast Air Quality Management District

Tree People

Commissions and Departments

Building and Planning

City Manager's Office

Community Services

Planning Commission

Public Safety

Public Works

Funding Partners

This project was made possible by the following funding partners:

California Department of Transportation's (Caltrans) Sustainable Transportation Planning Grant

Institute for Local Government (ILG) BOOST program

Consultants to the City

Environmental Science Associates (ESA)

Fehr & Peers

Institute for Local Government (ILG)

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CHAPTER 1

Introduction and Background

In response to scientific consensus that greenhouse gas (GHG) emissions are contributing to global climate change, and to the GHG reduction policies established by the State of California, the City of Maywood (City) is joining a growing number of local governments across the state that are committed to addressing climate change at the community level. The City recognizes the risks that climate change poses to its residents, business owners, and visitors, and is taking action to reduce GHG emissions from both municipal operations and the broader community through the strategies outlined in this Climate Action, Adaptation, and Resilience Plan (CAARP). This plan builds on previous planning efforts and reflects Maywood's ongoing commitment to climate readiness and sustainability.

While state and regional policies play a critical role in reducing GHG emissions, local action is essential to ensure that the City of Maywood is doing its part to mitigate climate change and adapt to its current and future impacts. The CAARP adopts a practical, cost-effective approach to reducing GHG emissions within Maywood, offering policies and programs that can be implemented by the City government, residents, and businesses alike. These measures target key sources of emissions, including energy use, transportation, water consumption, and disposal of solid and organic waste in landfills.

Purpose and Vision

The CAARP has two primary objectives: to reduce the City of Maywood's community-wide GHG emissions and to enhance the community's resilience to the anticipated impacts of climate change. Through implementation of the CAARP, the City seeks to align with the State of California's GHG reduction targets and to better prepare for rising temperatures, prolonged droughts, worsening air pollution, and other climate-related hazards. Maywood is committed to doing its fair share to

mitigate the emissions that contribute to climate change while proactively preparing for the environmental and public health risks that lie ahead.

The CAARP outlines specific strategies, measures, and implementing actions aimed at reducing emissions and strengthening climate resilience across the community. It is designed to ensure that Maywood contributes meaningfully to the objectives of California's various laws and mandates addressing climate change while remaining consistent with the City's vision for sustainable growth.

Plan Organization

The CAARP is organized by the following chapters:

- Chapter 1: Introduction and Background
- Chapter 2: Understanding Maywood's Greenhouse Gas Emissions
- Chapter 3: Emission Targets and Reduction Plan Overview
- Chapter 4: City of Maywood Greenhouse Gas Reduction Measures
- Chapter 5: Maywood's Vulnerability to Climate Change
- Chapter 6: Adaptation and Resilience Strategies
- Chapter 7: Implementation and Monitoring Greenhouse Gas Reductions

Policy and Regulatory Drivers

Strategies for monitoring and addressing climate change have emerged at the international, national, state, and local levels, but the State of California has been a leader in developing mitigation and adaptation strategies. Since 2005, California has been developing policy and passing legislation that seeks to control emissions of gases that specifically contribute to global warming. These have included regulatory approaches, such as mandatory reporting for significant sources of GHG emissions and limits on emission levels, as well as market-based mechanisms, such as the state's cap-and-trade system. Some regulations apply at the state level, but others are state-imposed mandates that are applicable at the municipal level and are required of local agencies and jurisdictions.

The major components of California's climate change initiative are identified below, and described in detail in **Appendix A**:

- Executive Orders S-3-05 and B-55-18
- Global Warming Solutions Act of 2006 and 2016 (AB 32 and SB 32)
- California's Cap-and-Trade Program
- California's Low-Carbon Fuel Standard (LCFS)

- California Climate Crisis Act (AB 1279) and the State's 2022 Scoping Plan Update
- Pavley Regulation (AB 1493), Advanced Clean Cars (ACC), and the California Mobile Source Strategy
- Renewables Portfolio Standard (RPS)
- Clean Energy and Pollution Reduction Act (SB 350)
- California Code of Regulations Title 24 (California Building Standards Code)
- Sustainable Communities and Climate Protection Act (SB 375)
- California Climate Investments in Disadvantaged Communities (SB 535)

Through these state programs and regulations, in addition to local government action, CARB anticipates that the State will be able to achieve its GHG reduction goals set by AB 32, SB 32, and AB 1279. AB 32 required that statewide GHG emissions be reduced to 1990 levels by 2020, a goal that was achieved in 2017; while SB 32 requires a statewide reduction of 40 percent below 1990 levels by 2030. AB 1279, enacted in 2022, requires a minimum reduction of 85 percent below 1990 levels by 2045, and the achievement of statewide carbon neutrality through natural sequestration and other means of carbon removal.

Relationship with Existing Plans

The CAARP is an outgrowth of several local planning efforts related to climate change and reducing GHG emissions. The City of Maywood participated in the Gateway Cities Climate Action Planning Framework project, completed in 2018, which provided a set of tools, templates, and guidance for members of the Gateway Cities Council of Governments (including Maywood) to develop plans for reducing GHG emissions and increasing community resilience to the potential impacts of climate change. The effort provided the City of Maywood with its first community-wide GHG inventory for the year 2010, along with an assessment of the climate hazards anticipated in the region. Since that time, the City has completed the following planning documents that inform the CAARP.

Phase 1 Assessment: Climate Action, Adaptation, and Resilience Plan (September 2023) established the foundation for Maywood's comprehensive climate strategy. It provided a detailed GHG inventory, identified community vulnerabilities, in particular for low-income and pollution-burdened populations, and outlined priority climate hazards such as extreme heat, air pollution, drought, and flooding. The assessment recommended state-

aligned GHG reduction targets and a suite of mitigation and adaptation strategies, emphasizing equity, community engagement, and the need for further detailed planning.

The 2023 Safety Element of the General Plan (November 2023) updated Maywood's approach to public safety in the context of climate change and natural hazards. It incorporated a climate vulnerability assessment, addressed risks from heat, drought, flooding, earthquakes, and hazardous materials, and set forth goals and actions to build disaster resilience, improve emergency preparedness, and integrate climate adaptation into all planning decisions. The Safety Element explicitly alludes to the CAARP, the City's Local Hazard Mitigation Plan (LHMP), and regional plans, ensuring alignment and continuity.

The Energy Resilience Action Plan (ERAP, December 2024) focused on strengthening the resilience of critical facilities and future resilience hubs against power outages and climate-driven disruptions. Through data-driven analysis and community input, the ERAP prioritized upgrades at City Hall, the Teen Center, YMCA, and Cesar Chavez Library, recommending phased investments in energy efficiency, solar, battery storage, and EV infrastructure. The plan also identified funding pathways and stressed the importance of equitable access to resilience resources.

The Local Hazard Mitigation Plan (LHMP, June 2025 Draft) provided a comprehensive risk assessment of natural and human-caused hazards, prioritized by likelihood and impact. It detailed mitigation actions for high-priority risks—earthquakes, hazardous materials, drought, and extreme heat—while emphasizing community awareness, collaborative partnerships, and integration with other City plans. The LHMP's action plan operationalizes resilience through specific projects, policy updates, and ongoing public engagement.

Community Engagement

The City of Maywood partnered with the Institute for Local Government (ILG) to design a two-phased community engagement process for the CAARP. Engagement activities were tailored to meet the unique needs of Maywood's diverse community, using in-person and online surveys, stakeholder meetings, and virtual focus groups. Materials were translated into Spanish to ensure broad accessibility.

Community input was gathered on climate change issues, preferred solutions, and ideas for supporting families and the community. The City prioritized education about the CAARP process and the importance of community voices in shaping climate action. In Phase 2, a CAARP Advisory Committee was formed, including representatives from local nonprofits and government agencies, to guide the plan and ensure it reflects the community's needs and values.

Through the engagement process the City built connections with community-based organizations, youth leaders, schools, and regional agencies. Ongoing engagement and education were identified as opportunities for future climate and sustainability efforts.

Appendix B, *Public Outreach and Engagement Activities*, provides details about the community engagement approach and summarizes results and key takeaways from each phase of engagement.

Community Surveys

Each phase of engagement included a community survey that was made available online and at community events. Both surveys received over 100 responses with a substantial percentage of responses in Spanish.

The first survey was oriented toward general concerns about climate change and local actions the City could take to address it. It was distributed online and at local events including Trunk or Treat, tree plantings, and food distributions. The survey received 110 responses (22 percent in Spanish). More than 93 percent of respondents felt environmental responsibility was very important for Maywood and that improving health and saving money were the top co-benefits of taking action. The main concerns were air quality, extreme heat, drought, and water supply. Top priorities identified included water-saving projects, park improvements, energy efficiency, renewable energy, and heat mitigation.

The second survey was oriented to specific actions the City could take to reduce GHG emissions and increase resilience to climate change hazards. It was distributed online and at events like the summer health fair and National Night Out, with support from the Gateway Cities Council of Governments (COG). 139 responses were collected (37 percent in Spanish), representing a range of ages and incomes. The key priorities identified were improving active transportation and public transit, planting trees for cooling and beautification, limiting trucking and industrial uses, and building regional partnerships for climate goals.

Youth Focus Groups

One youth-oriented focus group was conducted with Maywood Center for Enriched Study (MaCES High School), highlighting youth priorities such as education, community events, better bike lanes/sidewalks, and solar panel opportunities. A second focus group was conducted with the Maywood YMCA's Youth Leadership program. Participants emphasized the value of a close-knit community, accessibility, and shared concerns about heat, safety, and mental health.

Advisory Committee

The CAARP Advisory Committee included representatives from local nonprofits, neighboring cities, and regional agencies (e.g., Gateway Cities COG, East Yard Communities for Environmental Justice (EYCEJ), Amigos de Los Rios, LA Nature for All, Climate Initiative, City of Los Angeles, Sierra Club, GRID Alternatives). The committee helped prioritize strategies, provided resources, and supported plan implementation.

Additional Stakeholder Meetings

Five one-on-one meetings were held with organizations such as Gateway Cities COG, City Fabrick, Sierra Club, EYCEJ, and The Climate Initiative. These meetings provided additional resources and ideas for CAARP implementation.

What's Causing Climate Change?

Climate change refers to significant, long-term shifts in the planet's weather patterns, and the science behind it is now firmly established. The latest findings from the Intergovernmental Panel on Climate Change (IPCC), especially its 2023 Sixth Assessment Report, confirm that human activities—primarily the release of GHGs from burning fossil fuels, agriculture, and industrial processes—are unequivocally responsible for the observed warming of the climate system. Over the past two centuries, these emissions have raised the global average temperature by about 1.1°C (1.9°F), a change that is already manifesting in more frequent and intense weather extremes such as heatwaves, heavy rainfall, droughts, and tropical cyclones (IPCC 2023). The link between these events and human influence has only grown stronger with each new assessment.

The greenhouse effect itself is a natural process that keeps Earth habitable by trapping heat in the atmosphere. However, human activities have dramatically increased the concentration of GHGs—especially carbon dioxide, methane, and nitrous oxide—well beyond levels seen in the past several thousand years. This intensification of the greenhouse effect is driving the current warming trend. Other gases, such as hydrofluorocarbons and perfluorocarbons, though present in smaller quantities, have a disproportionately large warming impact due to their high global warming potential.

If emissions continue unchecked, climate models project that global temperatures could rise by as much as 4.4°C (7°F) by the end of this century. To avoid the most severe impacts, the international community—through agreements like the 2015 Paris Agreement—has committed to limiting warming to well below 2°C, with an aspirational target of 1.5°C. Achieving this goal requires rapid and deep reductions in global GHG emissions, with the IPCC warning that emissions must be halved by 2030 and reach net zero by 2050. Despite these commitments, the IPCC's most recent report cautions that current national pledges are not sufficient, and it is likely that warming will exceed the 1.5°C threshold during the 21st century (IPCC 2023).

The consequences of climate change are already being felt at regional and local levels. In California, for example, rising temperatures and shifting precipitation patterns are affecting water supplies, agriculture, biodiversity, and public health. The state's Fourth Climate Change Assessment (2018) outlines adaptation strategies for these sectors, and a Fifth Assessment is underway to update and refine these recommendations (OPR et al. 2018).

Ultimately, the science is clear: climate change is a present and growing threat, driven by human activity. Its impacts are widespread, affecting natural systems, economies, and communities—especially those that are most vulnerable. Immediate, large-scale action is needed to reduce emissions and build resilience, ensuring a safer and more stable future for all.

Why Is Climate Change a Concern for Maywood?

In Maywood, impacts driven by climate change include more high heat days, worsening air quality, more concentrated and erratic storms, and longer dry spells.

Under a high-emissions scenario,[1] California's Fourth Assessment (OPR 2018) projects extreme heat days (defined as >97.9°F) to expand to 10 times historic levels by the end of century. Higher heat days (defined as >90°F) grow from around 20 days per year to over 100 days in 2100 (Geospatial Innovation Facility 2024). Urban form amplifies this: built-out neighborhoods can run up to 20°F hotter than less developed, greener areas, intensifying nighttime heat and compounding risk (Climate Central 2021). Anticipated impacts include heat illness and mortality, posing greater threat to vulnerable populations including outdoor workers and older adults.

Baseline air pollution burden is already high in Maywood: diesel particulate matter (PM) concentrations are higher than 90 percent of California communities; PM2.5 concentrations exceed 85th percentile statewide; and ozone concentrations are at the 50th percentile. Proximity to the I-710 freight corridor and Vernon's industrial operations compound exposure. Air pollution can cause immediate illnesses and contribute to long-term health problems such as asthma and cardiovascular disease. Climate change is expected to increase particulate matter and ozone pollution, and cause an increase in regional wildfires that can periodically worsen air quality. Older adults, children, uninsured residents, and people with pre-existing health conditions are particularly vulnerable to air pollution.

Both longer dry spells without rainfall and more-intense discrete precipitation events are anticipated. More intense storms will worsen inland flooding, which can disrupt transportation access and damage property. Longer periods of drought may diminish the city's groundwater reserves.

[1] A *high-emissions scenario* (RCP 8.5) is a future pathway that assumes continued growth in greenhouse gas emissions throughout the century, resulting in high warming, about 4°C globally by 2100.

Equity Considerations

As explained in Chapter 5, Maywood's climate vulnerability is concentrated among populations with intersecting social and economic stressors; it is compounded where multiple risks overlap, such as low-income household living in hazard-exposed areas.

Over 20 percent of residents live below the poverty line and over 90 percent of K-12 students qualify for free or reduced-price lunches. Lower-resourced households and individuals have reduced capacity to prepare for, respond to, and recover from hazard events. Renters, who lack the ability to make substantial upgrades to their housing, comprise 73 percent of all households in Maywood. Renters are also vulnerable to displacement if landlords do make building improvements. Single-parent households account for over 24 percent of families, amplifying time and income constraints during hazards; For the unhoused population, exposure to extreme heat, smoke, and flood risk is a concern. Unemployment and underemployment further limits preparedness and recovery options.

In Maywood, nearly one in four households is linguistically isolated, raising barriers to warnings, evacuation, and recovery communications during climate and hazard events. The City is predominantly people of color (over 97 percent Hispanic/Latino; less than 1 percent white alone), with 45 percent of residents foreign-born, conditions that can result in disproportionate exposure to pollution, reduced access to healthcare and insurance, and exclusion from decision-making processes.

Relationship with CEQA

Under the California Environmental Quality Act (CEQA), the CAARP can be used to simplify the environmental review process for future development projects with respect to climate impacts, provided the CAARP meets certain conditions as spelled out in CEQA Guidelines Section 15183.5(b) *Plans for the Reduction of Greenhouse Gas Emissions*. The CAARP is designed to meet those guidelines by:

- Measuring current emissions and forecasting future emissions.
- Setting clear goals to reduce emissions in line with California's climate targets (e.g., SB 32 and AB 1279).

- Identifying practical strategies—like cleaner transportation, energy-efficient buildings, and waste reduction—that will help us reach those goals.
- Tracking progress and updating the plan as needed.
- Ensuring transparency through public review and formal adoption.

By meeting these requirements, the CAARP is considered by the state to be a CEQA-qualified GHG reduction plan, enabling its use for streamlining review of the City's future development projects with respect to GHG emissions. In essence, if a project can demonstrate consistency with the strategies and actions in the CAARP, it can be considered in compliance with the state's GHG emissions targets. Developing a qualified GHG reduction plan is proving to be the most effective and legally defensible way for local governments to plan for growth in a manner that does not create a significant impact with respect to GHG emissions. Future projects in Maywood that align with the performance goals in this plan can take advantage of the streamlining provision if they can demonstrate consistency with the CAARP's GHG reduction measures as they apply to new development.

The CEQA streamlining requirements and process for determining project consistency with the CAARP are described in more detail in Chapter 7, *Implementation and Monitoring GHG Reductions*.

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CHAPTER 2

Understanding Maywood's GHG Emissions

Multiple community-wide greenhouse gas (GHG) emissions inventories have been completed for the City of Maywood. A 2010 community GHG inventory was developed as part of the Gateway Cities Council of Governments' (GCCOG) Climate Action Planning Framework (CAP Framework). Additional inventories were recently completed for the years 2015 and 2023, using consistent modeling and quantification methodologies to ensure comparability across years. This chapter provides a summary of these inventories, assesses emissions trends, and provides forecasts of the City's future emissions based on current growth estimates for population, households, and jobs within the City under business-as-usual (BAU) and adjusted BAU conditions.

Community Emissions Inventory (2010–2023)

The community GHG inventory for the City of Maywood includes emissions from activities that occur within the City by residents, businesses, and the City government, over the period of one calendar year. The community inventory provides an understanding of where GHG emissions originate and how they can be reduced over time to achieve the City's climate goals.

The baseline community GHG inventory for the City of Maywood includes emissions from calendar year 2010, and is organized into categories based on the following sources:

- **On-road Transportation:** Emissions associated with all on-road vehicles, including passenger cars, light-, medium-, and heavy-duty trucks, buses, motorcycles, and mobile homes.
- **Electricity:** Emissions from metered electricity consumption used in buildings and facilities, generated by power plants that produce electricity.
- **Natural Gas:** Emissions from metered natural gas consumption in buildings and facilities.

- **Off-Road Equipment:** Emissions from using off-road vehicles and equipment such as construction, agricultural, and lawn and garden equipment.
- **Solid Waste:** Emissions from waste disposal in landfills; these emissions result from the decomposition of organic material sent to landfills but do not include waste hauling emissions reflected in the on-road transportation sector.
- **Water Supply:** Emissions associated with energy used for water treatment, transport, and distribution.
- **Wastewater:** Process and fugitive emissions from domestic sewage treatment and effluent discharge.
- **Short-Lived Climate Pollutants (SLCP):** The SLCP sector accounts for emissions associated with the use of high-global-warming-potential (high-GWP) refrigerants (such as HFCs) in on-road vehicles, off-road equipment, and buildings.

As shown in **Table 2-1**, the City generated a total of 88,721 $MTCO_2e$ in 2010.[2] The majority of these emissions came from on-road transportation sources (51.5 percent). The remaining emissions came from natural gas use (13.7 percent), electricity use (16.8 percent), solid waste disposal (6.5 percent), short-lived climate pollutants (3.1 percent), off-road equipment (1.8 percent), and water and wastewater (6.6 percent).

TABLE 2-1 **City of Maywood Baseline (2010) GHG Emissions**

Sector	Emissions ($MTCO_2e$)	Percent of Total (%)
On-Road Transportation	45,712	51.5%
Natural Gas	12,169	13.7%
Electricity	14,934	16.8%
Solid Waste	5,727	6.5%
SLCPs	2,749	3.1%
Off-Road Equipment	1,560	1.8%
Water and Wastewater	5,871	6.6%
Total	***88,721***	***100%***

Table 2-2 summarizes the most recent inventory completed for the City of Maywood (2023), broken down by sector. Total emissions in 2023 amounted to 85,607 $MTCO_2e$, a decrease of approximately 3.5 percent from 2010 levels. The majority of these emissions was generated from on-road transportation (54.8 percent). The remaining emissions came from natural gas use (14.3 percent),

[2] The 2010 inventory was originally developed as part of the Gateway Cities COG CAP Framework project. The numbers presented here (e.g., total emissions of 88,721 $MTCO_2e$) reflect updated modeling, emissions factors, and data sources that are consistent with those used by later inventories (i.e., 2015 and 2023). More detail on the methods used to develop the 2010, 2015, and 2023 inventories is available in Appendix C.

electricity use (12.3 percent), solid waste disposal (6.2 percent), short-lived climate pollutants (5.4 percent), off-road equipment (2.9 percent), and water and wastewater (4.1 percent).

TABLE 2-2 City of Maywood 2023 GHG Emissions

Sector	Emissions (MTCO2e)	Percent of Total (%)
On-Road Transportation	46,942	54.8%
Natural Gas	12,205	14.3%
Electricity	10,536	12.3%
Solid Waste	5,322	6.2%
SLCPs	4,602	5.4%
Off-Road Equipment	2,481	2.9%
Water and Wastewater	3,519	4.1%
Total	***85,607***	***100%***

Figure 2-1 provides a graphical depiction of each sector's contribution to the 2023 inventory. **Figure 2-2** provides additional detail for energy emissions in the City's 2023 inventory, while **Figure 2-3** provides additional detail by vehicle class for on-road emissions.

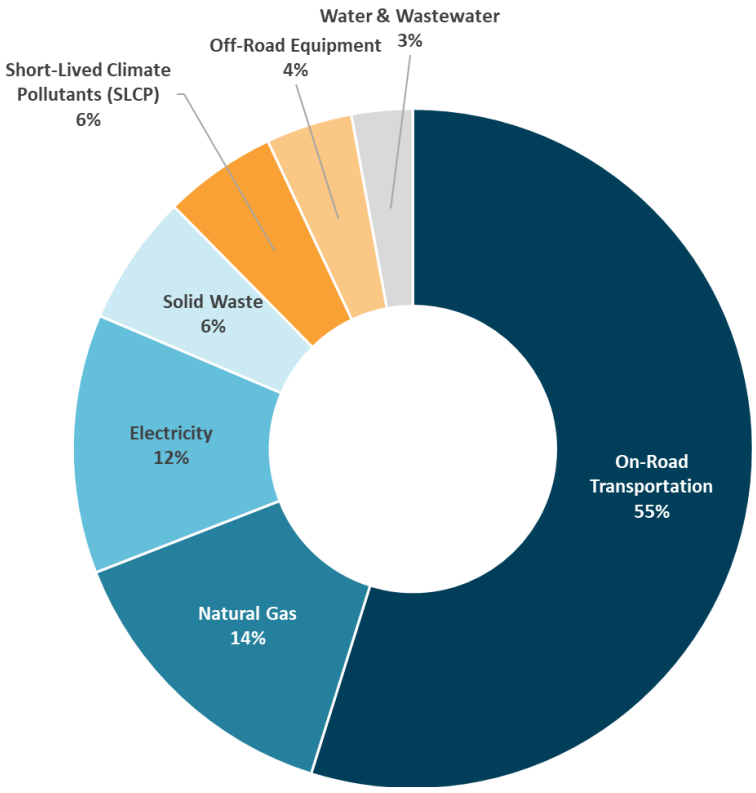


FIGURE 2-1 2023 GHG Emissions by Sector

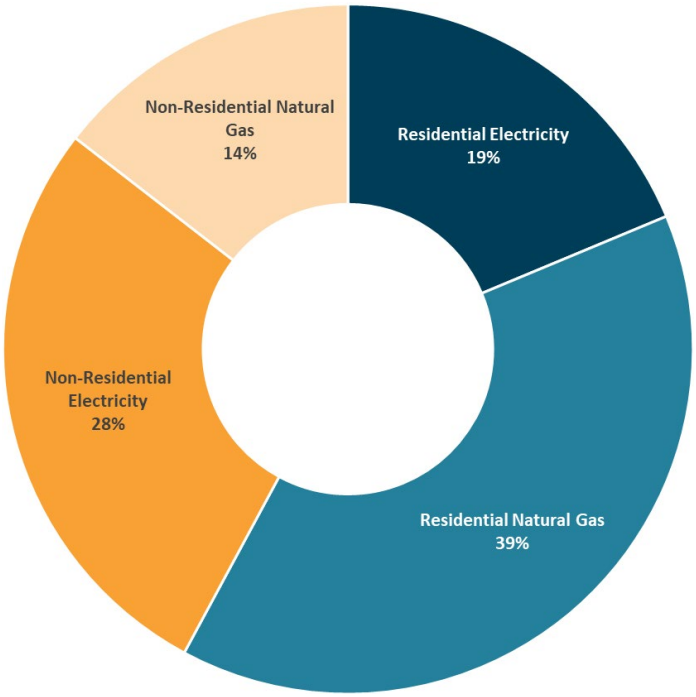


FIGURE 2-2 2023 Energy Sector GHG Emissions Breakdown

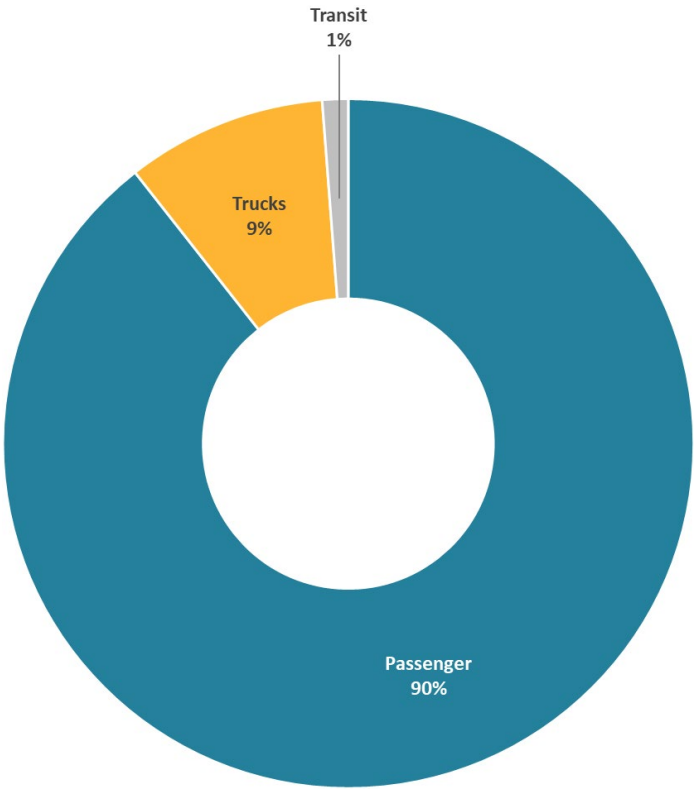
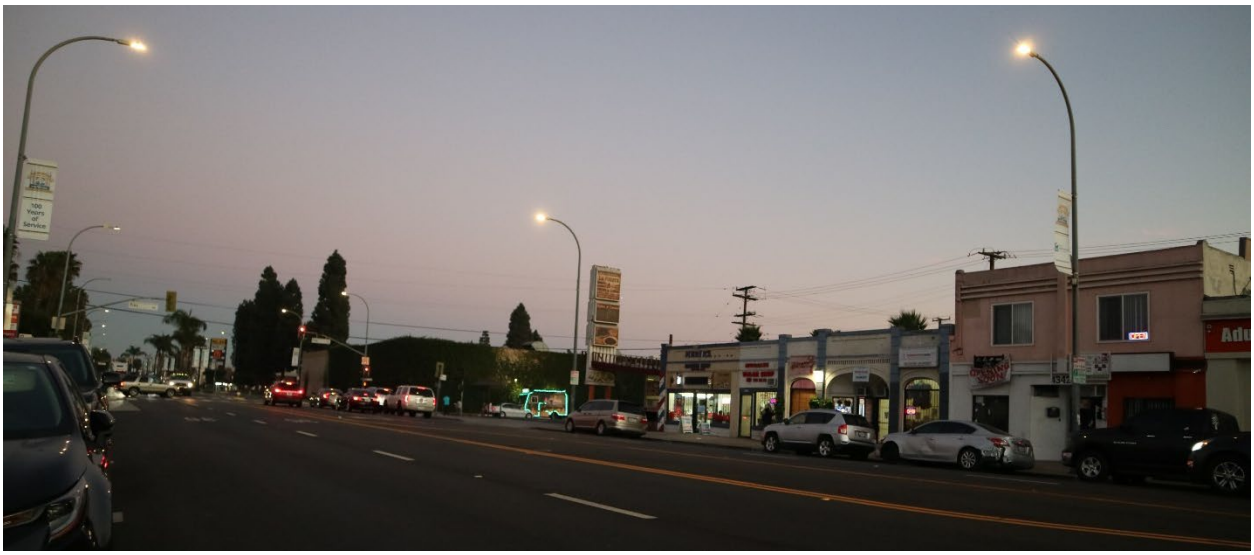


FIGURE 2-3 2023 On-Road GHG Emissions by Vehicle Class



An additional community inventory was developed for the year 2015.[3] **Table 2-3** compares the 2023 inventory results by sector with the 2010 and 2015 inventories, while **Figure 2-4** details the changes graphically. The results show that the City's total emissions decreased by approximately 3.5 percent from 2010 to 2023, from 88,721 to 85,607 $MTCO_2e$. Additional observations regarding emissions trends include:

- Electricity emissions represent the largest reduction from 2010 to 2023 (4,398 $MTCO_2e$; 29.4 percent).
- Even with increased fuel efficiency of on-road vehicles and cleaner fuels, on-road transportation emissions increased slightly (approximately 2.7 percent from 2010 to 2023). The increase is largely attributable to an increase in vehicle-miles traveled (VMT) in 2023 over 2010. On-road transportation remains the largest contributor to overall emissions at approximately 54.8 percent, similar to its 51.5 percent contribution in 2010.
- Despite an approximate 24 percent increase in total building (residential and nonresidential) electricity use from 2010 to 2023, emissions associated with this electricity use dropped approximately 29.4 percent due to a cleaner electric grid. Electricity use by buildings remains a significant contributor to overall emissions, at approximately 12.3 percent of the 2023 inventory, compared to 16.8 percent of the 2010 inventory.
- Off-road equipment saw the largest percent increase in emissions (59.1 percent) from 2010, totaling approximately 922 $MTCO_2e$. This increase is largely attributed to a higher use of off-road equipment in 2023, as estimated by CARB.

[3] A 2015 inventory was developed by Los Angeles County in 2019 as part of the OurCounty Sustainability Plan adopted by the County in 2019. The 2015 inventory presented here reflects adjustments made to achieve methodological consistency with the 2010 and 2023 inventories. More detail on the methods used to develop the inventories is available in Appendix C.

- While water and wastewater emissions account for only 4.1 percent of the 2023 community inventory, emissions from this sector were approximately 40.1 percent lower than in 2010. The reduction is due to a cleaner electricity grid and a decrease in water use from 6,779 acre-feet (AF) in 2010 to 3,733 AF in 2023.
- Total tonnage of disposed solid waste decreased from 18,267 tons in 2010 to 16,553 tons in 2023, resulting in an approximate 7.1 percent decrease in solid waste emissions.
- Increased emissions from short-lived climate pollutants (SLCP), which include refrigerants, is largely attributed to methodological changes in emissions calculations.

TABLE 2-3 Comparison of City of Maywood 2010, 2015, and 2023 GHG Emissions ($MTCO_2e$)

Sector	2010	% of Total	2015	% of Total	2023	% of Total
On-Road Transportation	45,712	51.5%	43,199	50.6%	46,942	54.8%
Natural Gas	12,169	13.7%	11,910	13.9%	12,205	14.3%
Electricity	14,934	16.8%	13,787	16.1%	10,536	12.3%
Solid Waste	5,727	6.5%	6,991	8.2%	5,322	6.2%
SLCPs	2,749	3.1%	2,749	3.2%	4,602	5.4%
Off-Road Equipment	1,560	1.8%	1,790	2.1%	2,481	2.9%
Water & Wastewater	5,871	6.6%	4,955	5.8%	3,519	4.1%
Total	***88,721***	***100%***	***85,381***	***100%***	***85,607***	***100%***

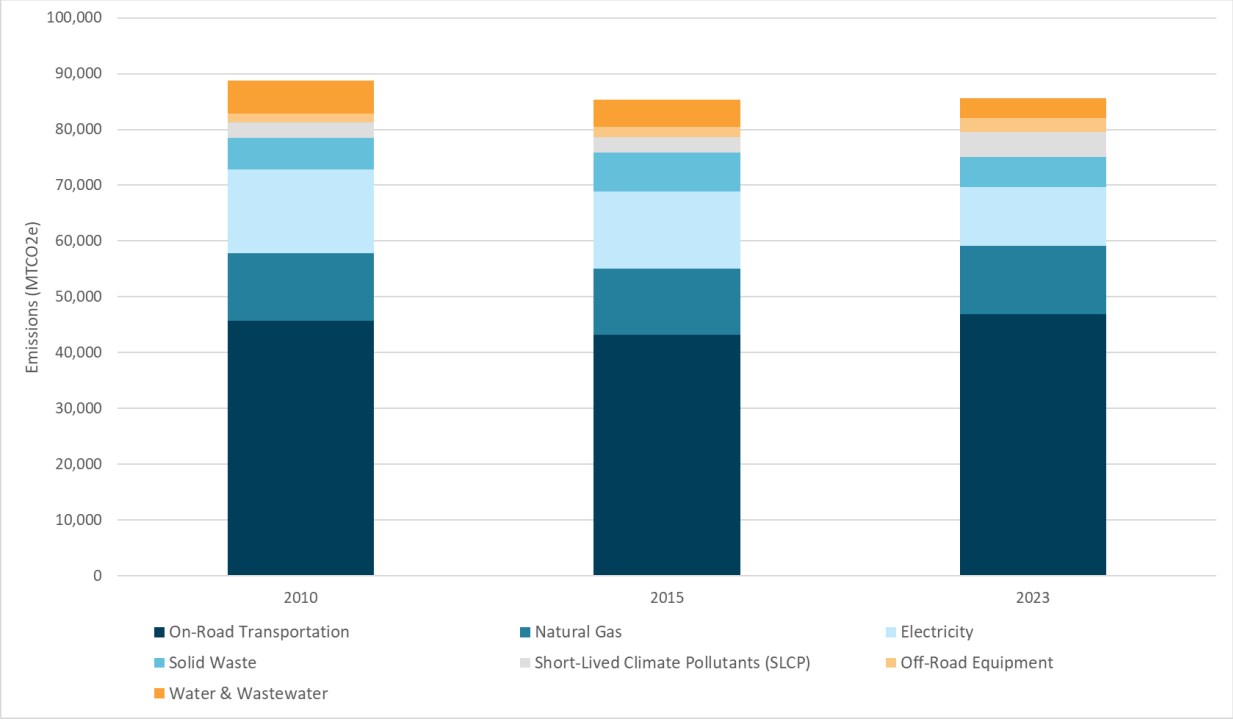


FIGURE 2-4 Comparison of City of Maywood 2010, 2015, and 2023 GHG Emissions ($MTCO_2e$)

Community Emissions Forecasts (2030–2045)

Business-As-Usual Forecast

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

Using socioeconomic growth forecasts consistent with SCAG's regional forecasts for population, jobs, and housing,[4] BAU forecasts were developed for the years 2035 and 2045. As shown in **Table 2-4**, **Figure 2-5**, and **Figure 2-6**, the BAU forecasts of community GHG emissions are 84,598 $MTCO_2e$, and 83,881 $MTCO_2e$, respectively for 2035 and 2045. The results indicate that total emissions under BAU conditions would decrease by almost 5 percent from 2010 levels by 2035, and to just over 5 percent below 2010 levels by 2045.

TABLE 2-4 **Historical GHG Emissions and BAU Forecast through 2045 ($MTCO_2e$)**

Sector	2010	2015	2023	2035	2045
On-Road Transportation	45,712	43,199	46,942	45,509	44,314
Natural Gas	12,169	11,910	12,205	12,442	12,640
Electricity	14,934	13,787	10,536	10,663	10,769
Solid Waste	5,727	6,991	5,322	5,327	5,331
Short-lived Climate Pollutants	2,749	2,749	4,602	4,663	4,727
Off-Road Equipment	1,560	1,790	2,481	2,471	2,573
Water & Wastewater	5,871	4,955	3,519	3,523	3,527
Total	***88,721***	***85,381***	***85,607***	***84,598***	***83,881***

[4] Growth factors for population, jobs and housing are drawn from SCAG's activity-based transportation model used to develop their Regional Transportation Plan (Connect SoCal), adopted in 2020.

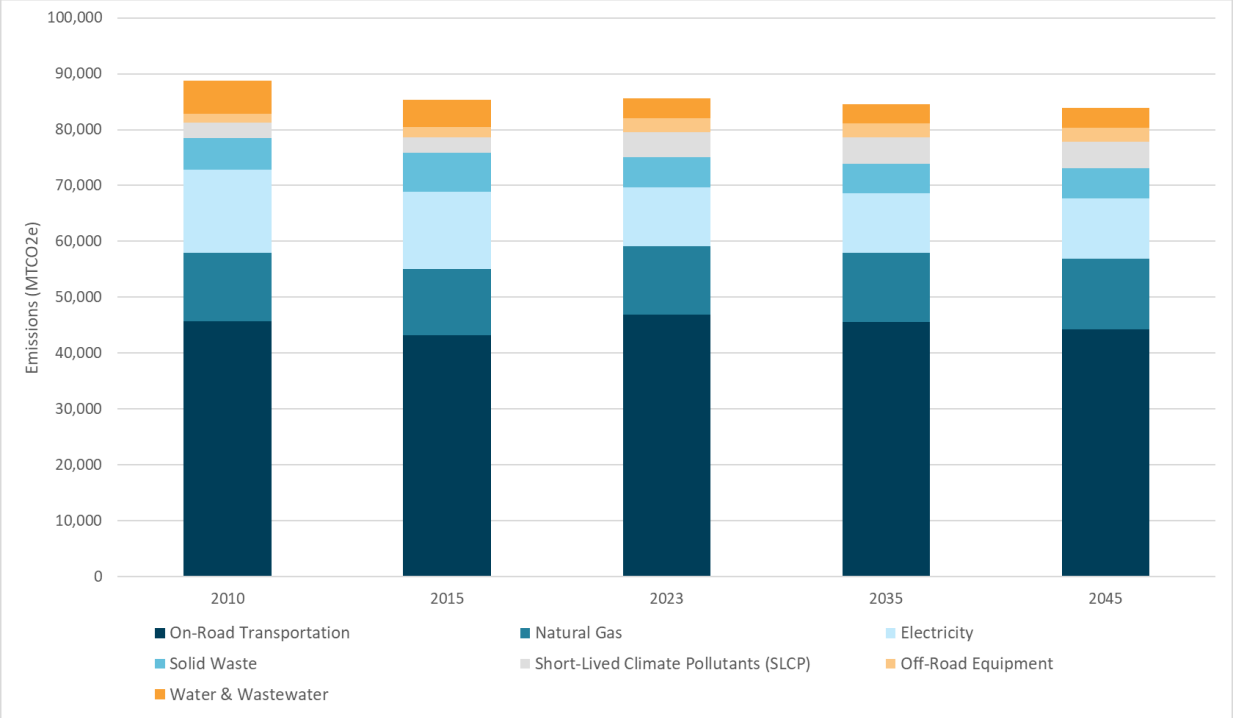


FIGURE 2-5 Historical Emissions and BAU Emissions Forecast through 2045

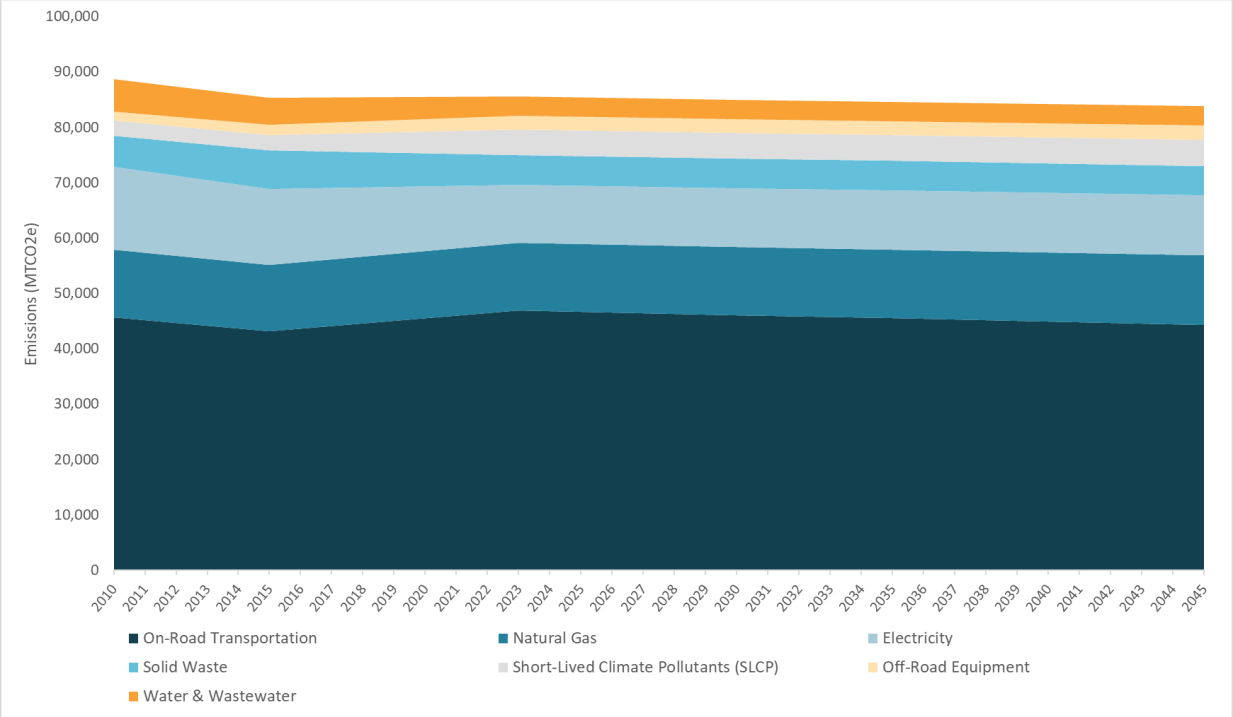


FIGURE 2-6 Historical Emissions and BAU Emissions Forecast through 2045

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

Adjusted BAU Forecast Accounting for State Policies and Regulations

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

- California's Renewables Portfolio Standard (RPS) as mandated by Senate Bill (SB) 350 and SB 1020[5]
- California's Vehicle Efficiency Standards (i.e., Advanced Clean Cars II) for on-road vehicles[6]
- Title 24 Building Energy Efficiency Standards[7]
- Organic waste reduction requirements as mandated by SB 1383[8]

As shown in **Table 2-5** and **Figure 2-7**, the Adjusted BAU forecasts of community GHG emissions are 49,544 $MTCO_2e$ for 2035 and 34,409 $MTCO_2e$ for 2045, representing decreases of approximately 44 percent below 2010 levels by 2035, and 61 percent below 2010 levels by 2045. **Figure 2-8** shows the BAU and Adjusted BAU forecasts, depicting the significant difference between the two.

[5] SB 350 (2016) mandates that a minimum of 60 percent of the state's electricity will come from qualifying renewable sources by the year 2030; SB 1020 (2022) increases the mandated renewables target to 90 percent by 2035, 95 percent by 2040, and 100 percent by 2045.

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

[7] The latest Title 24 standards became effective on January 1, 2023, and are updated approximately every three years.

[8] SB 1383 requires a 75 percent statewide reduction (from 2014 levels) in organic waste sent to landfill by 2025.

TABLE 2-5 Historical GHG Emissions and Adjusted BAU Forecast through 2045 ($MTCO_2e$)

Sector	2010	2015	2023	2035	2045
On-Road Transportation	45,712	43,199	46,942	21,263	8,973
Natural Gas	12,169	11,910	12,205	12,183	12,131
Electricity	14,934	13,787	10,536	1,761	0
Solid Waste	5,727	6,991	5,322	5,315	5,320
SLCPs	2,749	2,749	4,602	4,663	4,727
Off-Road Equipment	1,560	1,790	2,481	2,471	2,573
Water & Wastewater	5,871	4,955	3,519	1,888	684
Total	***88,721***	***85,381***	***85,607***	***49,544***	***34,409***

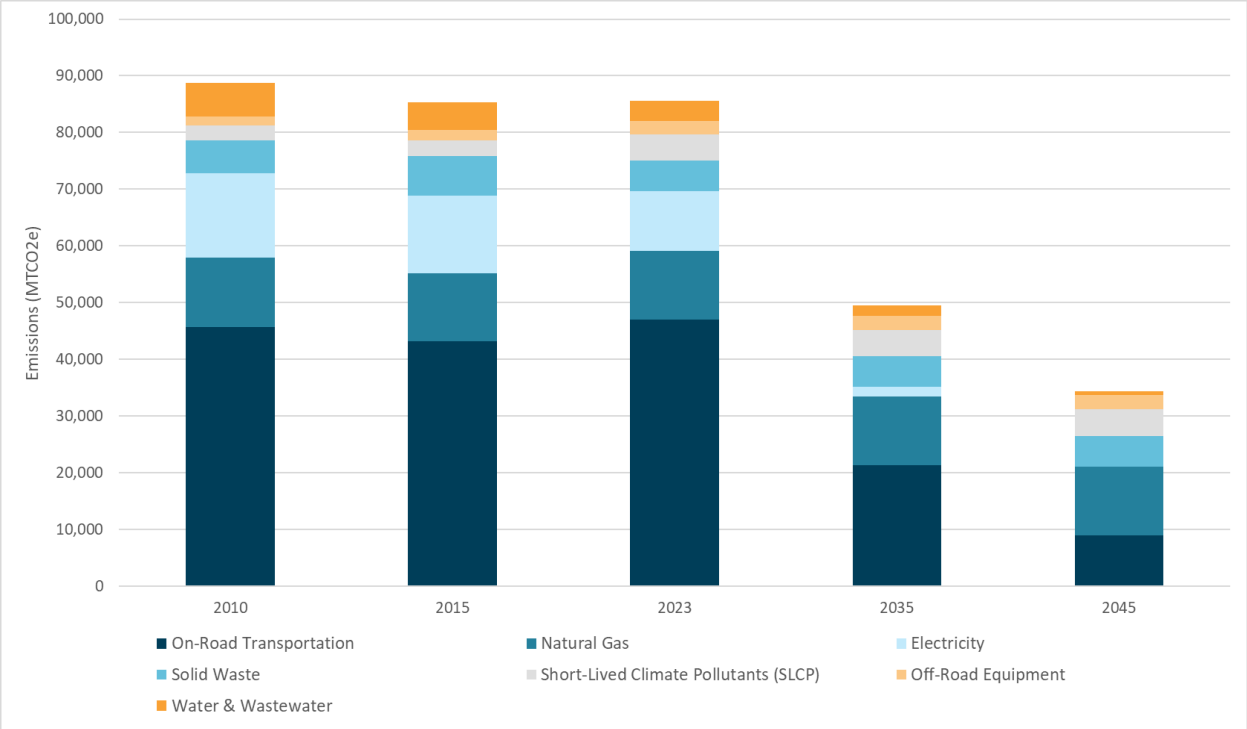


FIGURE 2-7 Historical GHG Emissions and Adjusted BAU Forecast through 2045

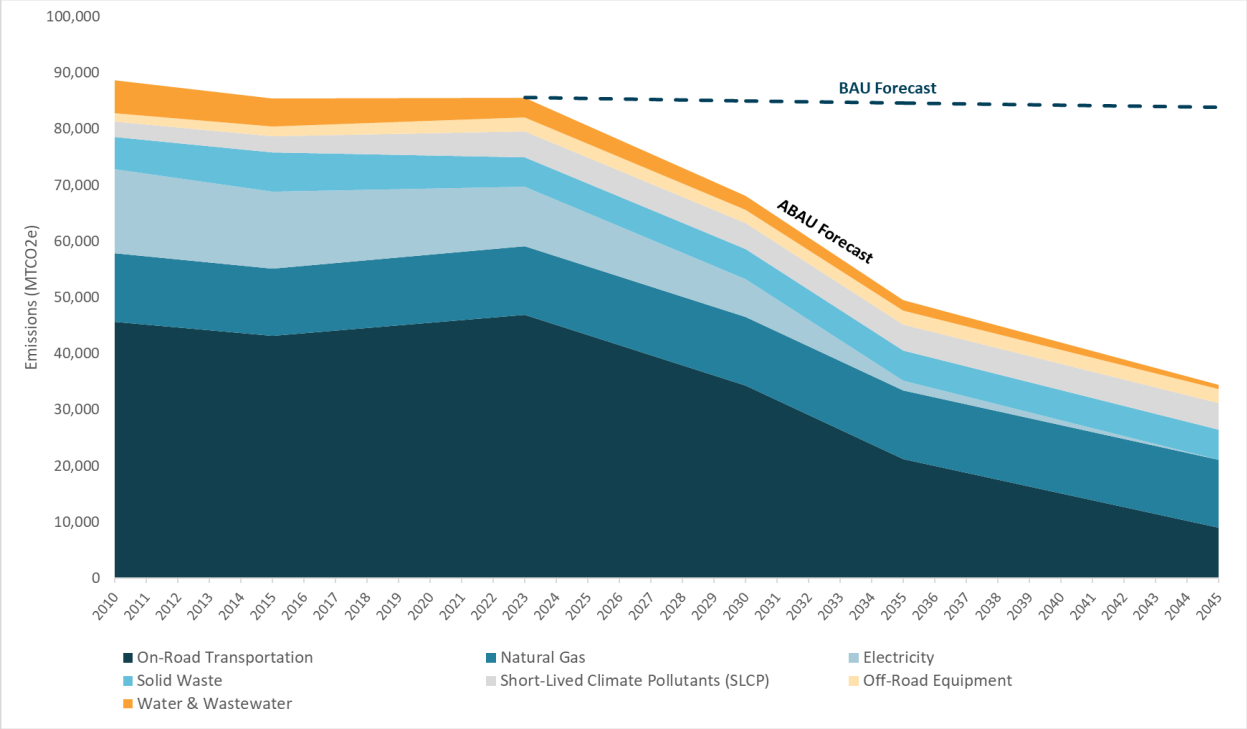


FIGURE 2-8 Historical GHG Emissions, BAU Forecast, and Adjusted BAU Forecast through 2045

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CHAPTER 3

Emission Targets and Reduction Plan Overview

This chapter explains the basis for the CAARP's GHG targets and provides an overview of how the City intends to achieve them. The CAARP sets targets for 2035 and 2045 that align with the reduction targets established under California law, and with state targets for the sourcing of renewable energy. Along with state policies and regulations that will reduce emissions, as accounted for in Chapter 2, achieving these targets will require the local measures and actions outlined in Chapter 4 to reduce emissions from the energy, transportation, water, and solid waste sectors.

Community Greenhouse Gas Targets

Over the past two decades, the State of California has established multiple GHG emissions reduction targets between 2020 and 2050 to address various aspects of climate change. AB 32 and SB 32 require that statewide GHG emissions be reduced to 1990 levels by 2020, and to 40 percent below 1990 levels by 2030, respectively. AB 1279 requires the state to reduce direct anthropogenic GHG emissions 85 percent below 1990 levels by 2045; AB 1279 also requires the state to achieve net-zero GHG emissions no later than 2045. Most notably, this includes the targets established by SB 100 and SB 1020 for renewable energy and zero-carbon resources, and the regional targets for vehicle emissions established by SB 375 and the SCAG Regional Transportation Plan. These state and regional targets are described in more detail below.

Statewide Targets

- **AB 32 and SB 32:**
  - By 2020, reduce GHG emissions to 1990 levels.
  - By 2030, reduce GHG emissions to 40 percent below 1990 levels.
- **AB 1279:**
  - By 2045, reduce statewide anthropogenic GHG emissions to at least 85 percent below 1990 levels.
  - By 2045 or sooner, achieve net-zero GHG emissions[9] and achieve and maintain net-negative GHG emissions thereafter.
- **SB 100 and SB 1020:**
  - By 2035, source 90 percent of retail sales of electricity to California end-use customers from eligible renewable energy resources and zero-carbon resources.
  - By 2035, source 100 percent of electricity procured to serve all state agencies from eligible renewable energy resources and zero-carbon resources.
  - By 2045, source 100 percent of retail sales of electricity to California end-use customers from eligible renewable energy resources and zero-carbon resources.

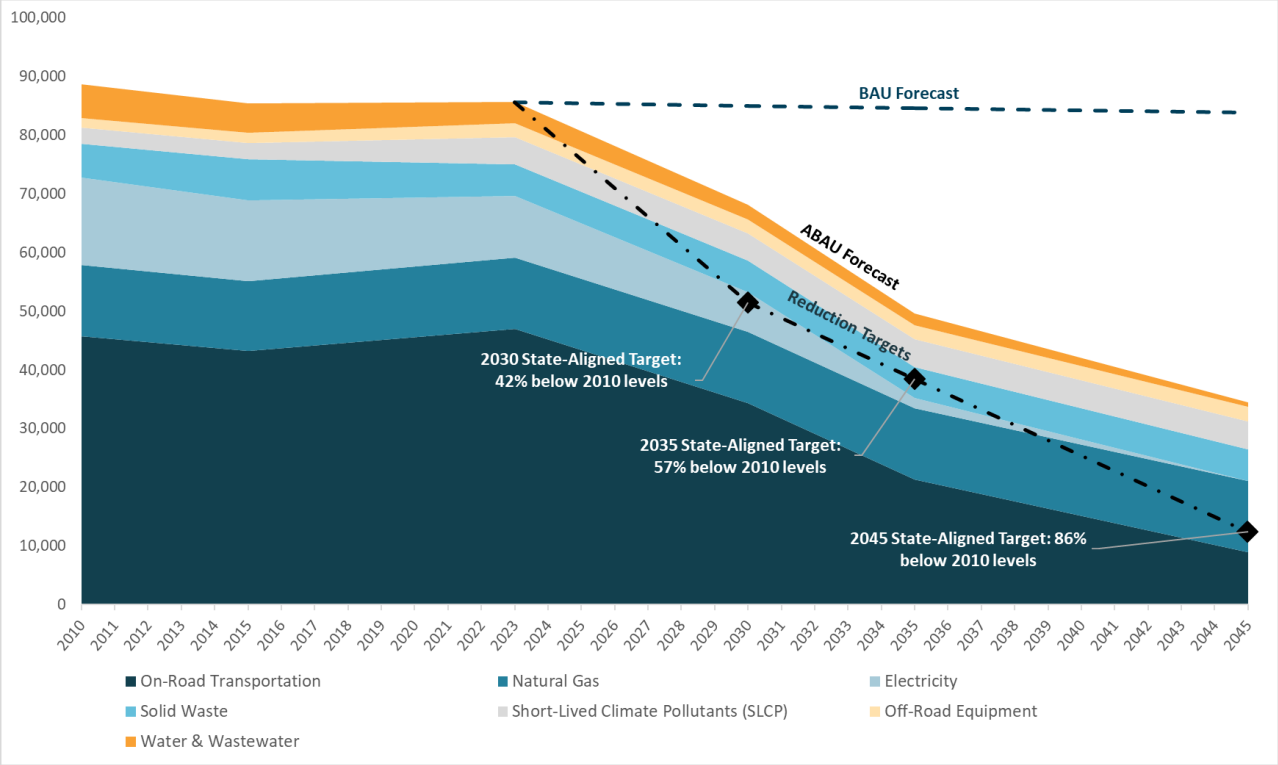
California's 2022 Scoping Plan, adopted by CARB in December 2022, sets forth a statewide plan to achieve the targets mandated by AB 1279.

City of Maywood Targets

The City of Maywood CAARP identifies two targets—a near-term target for 2035 and a long-term target for 2045—that align with state and regional targets. These targets represent emissions levels that the City can achieve, based on quantitative emissions modeling, through the implementation of the CAARP's strategies, measures, and actions. While SB 32 sets a statewide target for the year 2030, adopting a

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

2030 target for the CAARP would allow just four years for implementation, which is insufficient for implementing many of the CAARP's GHG reduction measures, particularly those that require significant funding or local land use changes. Instead, a state-aligned target for 2035 was derived through interpolation of the SB 32 reduction target for 2030 and the AB 1279 reduction target for 2045. As shown in **Figure 3-1**, 2030 and 2045 state-aligned targets for the City of Maywood represent reductions of approximately 42 percent and 86 percent from the City's 2010 baseline, respectively. The interpolated target for 2035 represents a 57 percent reduction from the 2010 baseline. In terms of annual community-wide GHG emissions, the 2035 target is equivalent to 38,446 metric tons CO_2e, while the 2045 target is equivalent to 12,421 metric tons CO_2e.



NOTE: The 2030 State-Aligned Target is shown for informational purposes only and is not a target adopted by the City

FIGURE 3-1 Maywood CAARP GHG Emissions Targets Aligned with State Mandates

The graph in Figure 3-1 illustrates the contribution needed from the CAARP's locally implemented reduction measures that would enable the City of Maywood to achieve these targets.

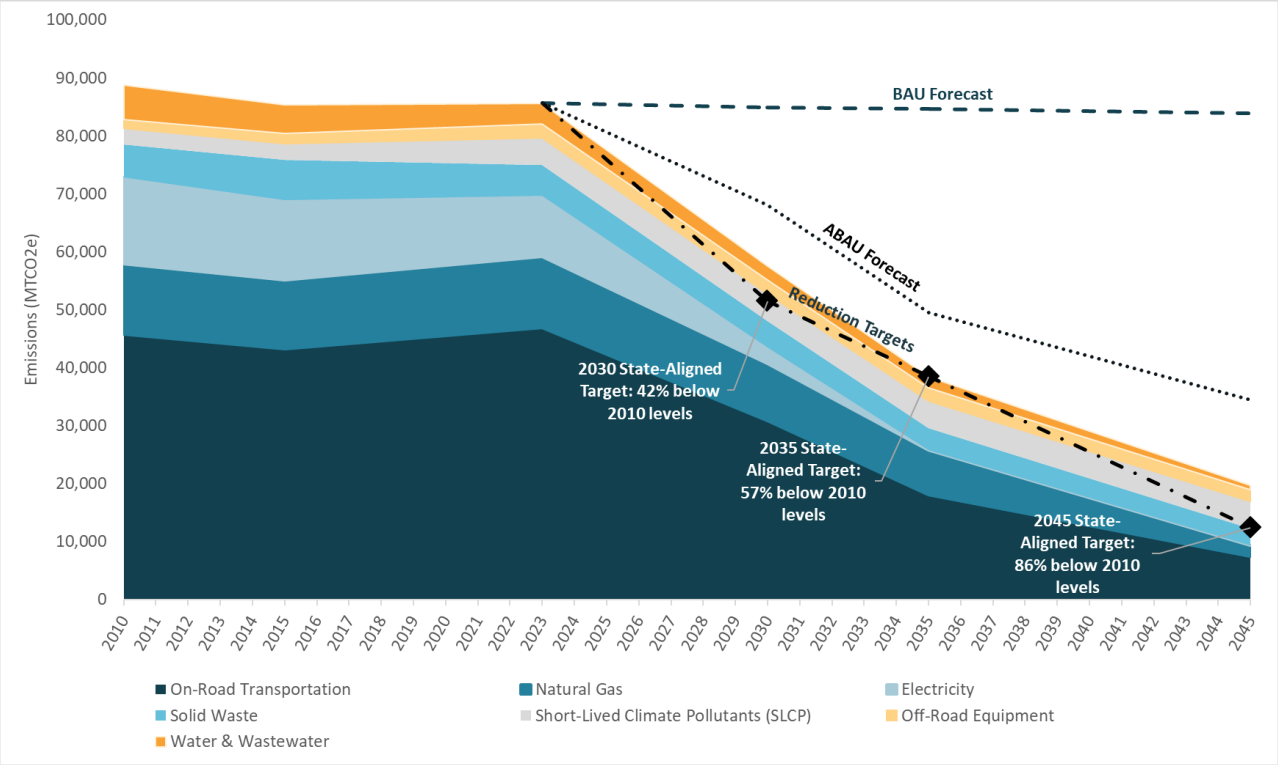
Table 3-1 summarizes the City's business-as-usual (BAU) and Adjusted BAU emissions forecasts for 2035 and 2045, along with the GHG reductions from local measures that are needed for the City to reach its 2035 and 2045 targets. The numbers indicate that implementation of local measures must reduce GHG emissions by at least 11,100 $MTCO_2e$ annually by 2035, and by at least 21,989 $MTCO_2e$ annually by 2045, for the City to achieve its targets.

TABLE 3-1 GHG Reductions Needed to Achieve 2035 and 2045 Targets

Item	2035 ($MTCO_2e$)	2045 ($MTCO_2e$)
Business-as-Usual (BAU) Forecast	84,598	83,881
Adjusted BAU Forecast	49,546	34,410
State-Aligned Target	38,446	12,421
Reductions Needed from CAARP Local Measures	***11,100***	***21,989***

GHG Reduction Plan Summary

Figure 3-2 depicts the City's GHG reduction pathway through the year 2045, accounting for local reduction measures that are described in detail in Chapter 4. **Table 3-2** summarizes the annual reductions expected from the successful implementation of CAARP measures, indicating the City's 2035 target would be achieved, while additional reductions amounting to approximately 7,000 $MTCO_2e$ per year would be needed for the City to reach the 2045 target. As described in the CARB's 2022 Scoping Plan Update, meeting the statewide 2045 target mandated by AB 1279 (which the CAARP's 2045 target is aligned with) will require new and strengthened GHG reduction programs developed through future CARB rulemakings, state agency regulations, and legislative action. The Scoping Plan sets the strategic direction, while actual mandates and enforceable policies remain to be developed downstream by state lawmakers and implementing agencies. The CAARP provides a feasible path to achieving a state-aligned target for 2035, while enabling the City to make substantial progress towards a state-aligned 2045 target. In future updates to the CAARP, the City will adapt to new state policies and regulations, leverage technological developments, and build on the CAARP's implementation successes for continued progress towards meeting its GHG reduction targets.



NOTE: The 2030 State-Aligned Target is shown for informational purposes only and is not a target adopted by the City.

FIGURE 3-2 Maywood CAARP GHG Emissions Targets Aligned with State Mandates

TABLE 3-2 Annual GHG Reductions from Local Measures by 2035 and 2045

Strategies and Measures	2035 Annual Emission Reductions ($MTCO_2e$/year)	2045 Annual Emission Reductions ($MTCO_2e$/year)
CLEAN ENERGY (E)		
E1: Procure Zero-Carbon Electricity for Residences and Businesses	1,440	0
E2: Increase Local Solar Energy Production	321	0
E3: Produce Carbon-free Electricity for Local Government Operations	NQ	NQ
E4: Increase the Use of Energy Storage and Microgrids	NQ	NQ
GREEN BUILDINGS AND INFRASTRUCTURE (B)		
B1: Improve Energy Efficiency of Existing Buildings	3,623	7,239
B2: Retrofit Existing Buildings to Be All-Electric	856	2,935
B3: Promote All-Electric New Buildings	NQ	NQ
B4: Utilize Cool Roofs and Pavements	NQ	NQ

Strategies and Measures	2035 Annual Emission Reductions ($MTCO_2e$/year)	2045 Annual Emission Reductions ($MTCO_2e$/year)
ZERO-EMISSION VEHICLES (V)*		
V1: Provide Supporting Infrastructure for EVs	2,395	991
V2: Transition Municipal Fleet to EVs	NQ	NQ
V3: Accelerate Freight Decarbonization	NQ	NQ
SMART MOBILITY (M)		
M1: Expand Access to Public Transit	149	51
M2: Promote Transit-Oriented Development	469	194
M3: Promote Active Transportation	24	9
M4: Support Employer Transportation Demand Management (TDM) Programs	120	41
M5: Reform Parking Policies	87	29
OFF-ROAD EQUIPMENT ELECTRIFICATION (O)		
O1: Support Off-Road Equipment Electrification	122	481
RECYCLING & ORGANIC WASTE DIVERSION (R)		
R1: Divert Organic Waste from the Landfill	1,520	2,495
R2: Expand Edible Food Recovery Networks	NQ	NQ
R3: Increase Material Recycling and Reuse	NQ	NQ
WATER CONSERVATION & REUSE (W)		
W1: Reduce Indoor and Outdoor Water Consumption	NQ	NQ
W2: Increase Use of Recycled Water and Graywater Systems	NQ	NQ
Total Reductions from CAARP	***11,125***	***14,465***
Reductions Needed to Reach Target	***11,100***	***21,989***
Target Achieved? (Y/N)	***Yes***	***No***

NOTES: NQ = Not quantified

* Zero-Emission Vehicles (V) reductions are calculated at the Strategy level.

CHAPTER 4

GHG Reduction Strategies and Measures

While state policies and regulations contribute significantly to reducing GHG emissions in Maywood (as discussed in Chapter 3), local measures are essential for the City to reach its 2035 and 2045 emission reduction targets. This section provides in-depth descriptions of the strategies and GHG emission reductions measures the City can take to lower GHG emissions while addressing equity concerns. This CAARP incorporates seven strategies that target emissions associated with energy, buildings, transportation, water consumption, and waste:

	Clean Energy (E)
	Green Building and Infrastructure (B)
	Zero-Emission Vehicles (V)
	Smart Mobility and Active Transportation (M)
	Off-Road Equipment Electrification (O)
	Recycling & Organic Waste Diversion (R)
	Water Conservation & Reuse (W)

Described in the following sections for each strategy are its alignment with existing plans and initiatives, equity considerations, complementary strategies, and a list of the GHG reduction measures that support the strategy. Each measure is then described in detail, including GHG reduction potential, cost considerations, equity goals (where applicable), and key implementing actions.

GHG Reduction Estimates

Estimates for annual GHG emission reductions are provided for measures that are quantifiable through measurable performance objectives. Other measures, although not quantified for GHG reductions, provide support for state and regional measures, and contribute towards the City's equity goals.

As summarized in Chapter 3 and described in more detail in the following sections, the implementation of the CAARP's GHG reduction measures is expected to reduce annual GHG emissions by approximately 11,121 $MTCO_2e$ by 2035. This is enough to achieve the City's 2035 target when combined with the effect of existing state policies and regulations. For 2045, the anticipated reductions from locally implemented measures amount to approximately 14,719 $MTCO_2e$ annually by 2045, which falls short of the reductions needed to achieve the City's 2045 target. Future updates to the CAARP will address this shortfall, as explained in Chapter 3.

Implementing Actions

Key implementing actions for each measure outline the specific steps needed to achieve Maywood's greenhouse gas emission reduction targets, including developing programs, hosting outreach and education activities, coordinating with community partners, conducting studies, and exploring incentives and regulatory updates. These actions identify what must be done within both the

community and municipal operations, when applicable, to ensure successful implementation. Coordinated action across residents, businesses, and City departments is essential to building the foundation for a sustainable and climate-resilient future.

Cost Considerations

The cost of implementation is considered at the measure level, based on the need for staff time, capital investment, and maintenance of programs that are needed to implement the measure. The following key is used to represent cost considerations:

- **$:** Primary cost is staff time
- **$$:** Cost includes significant capital investment or initial cost in addition to staff time
- **$$$:** Cost includes ongoing maintenance in addition to staff time and capital investment/initial cost

Cost types are categorized by the activities needed to fully implement each measure, and generally fall into these four categories:

- **Infrastructure:** Covers materials and labor to construct and/or install City infrastructure, including updates to roads, sidewalks, building structures, etc.
- **Equipment:** Covers costs for appliances, vehicles, machinery, and other City owned and operated equipment
- **Municipal staffing:** Covers staff time for studies, program development, educational outreach, and partner coordination
- **Incentives:** Covers funding to subsidize or incentivize consumer adoption of specific technologies or behaviors, including reduced transit fares, purchase of electric bicycles and efficient appliances, etc.

Alignment with Existing Plans and Policies

Each GHG reduction strategy in the CAARP supports at least one plan or policy that currently exists at the state, regional and/or local level. These are identified under each strategy.

Social Equity Considerations

Identified under each strategy are social equity issues that were raised during community engagement activities and through consultation with the advisory committee. Implementing actions that address these issues are included under GHG reduction measures where they applicable and appropriate.

Community Co-Benefits

The community and stakeholder engagement process identified several planning issues that influenced the development of CAARP measures. Primary concerns included water conservation, air pollution, park improvements, renewable energy and energy affordability, better active transportation and public transit, and urban heat mitigation. While reduction measures are geared towards reducing the City's GHG emissions, most deliver a range of co-benefits that help address these issues and help create a healthier, more equitable, and more resilient city.

Co-benefits are an important component of the CAARP, as they reflect the values and priorities of Maywood's residents and help build community support for the Plan's implementation. Common co-benefits associated with the measures in the CAARP include:

	Public Health, including safer streets, more active lifestyles, reduced exposure to harmful materials, and increased access to food
	Improved Air Quality, which can result from less combustion of fossil fuels in vehicles and buildings, supports respiratory health and lowers exposure to pollutants
	Climate Resilience through measures that reduce exposure and vulnerability to heat, drought, and other climate-related risks
	Local Economic Development through measures that support green jobs, clean energy industries, and resource-efficient practices
	Resource Conservation, including reduced water use, waste minimization, and material reuse and recycling
	Cost Savings for Residents, Businesses, and the City through energy efficiency, reduced fuel use, and lower utility bills

By recognizing and incorporating co-benefits into each strategy, the City of Maywood ensures that climate action is not just effective but also inclusive, practical, and responsive to community needs.

STRATEGY

Clean Energy (E)

Strategy Description

This category includes a range of strategies aimed at decarbonizing the energy used throughout the City of Maywood. Measures under this strategy reduce emissions from electricity used by buildings by increasing the percentage of power being supplied by renewable (zero-carbon) electricity and transitioning away from natural gas as an energy source towards more use of clean electricity for heating purposes.

Electricity typically has a lower carbon footprint than natural gas, particularly when the electricity is produced using low- or zero-carbon sources such as solar photovoltaic (PV) systems. In fact, the availability of zero-carbon electricity from the local community choice aggregator (Clean Power Alliance) represents the biggest near-term opportunity for reducing emissions community-wide.

Renewable or zero carbon electricity is available from the local electric power utility (SCE) or the community choice aggregator in Los Angeles County (Clean Power Alliance).

Alignment with Existing Plans and Policies

- California Renewable Portfolio Standard (RPS) includes statewide mandates to achieve 60 percent renewable electricity sales within California by 2030, 90 percent by 2035, 95 percent by 2045, and 100 percent by 2045

Measures

- E1: Procure Zero-Carbon Electricity for Residences and Businesses
- E2: Increase Local Solar Energy Production
- E3: Produce Carbon-free Electricity for Local Government Operations
- E4: Increase the Use of Energy Storage and Microgrids

Complementary Strategies

- Green Buildings and Infrastructure (B)
- Zero-Emission Vehicles (V)

- Water Conservation and Reuse (W)

Community Co-Benefits

Improved Air Quality	Climate Resilience	Local Economic Development

Social Equity Issues Identified

Displacement Risk

Solar upgrades aimed at reducing emissions can unintentionally increase displacement risks if landlords raise rents to cover installation costs or use construction periods to vacate and later relist units at higher market rates. Actions to address displacement risks are included in Measure E2.

Clean Energy Access and Affordability

Equitable access to clean, renewable electricity is a central pillar of climate justice in Maywood. While residents expressed strong support for solar energy and 100 percent renewable electricity through the Clean Power Alliance (CPA), many also voiced concern about affordability, billing confusion, and predatory contractors targeting Spanish-speaking or low-income households. Because a majority of Maywood residents are renters, they face structural barriers to clean-energy participation, including split incentives between landlords and tenants, limited rooftop solar potential, and a lack of awareness about safe, affordable programs. High energy burdens, combined with limited trust in unfamiliar utility programs, have left many households vulnerable to misinformation and rising utility rates. Actions responding to these equity issues are included in Measures E1 and E2.

Clean Energy Jobs Access

The transition to clean, renewable energy presents an opportunity to advance both climate and economic justice in Maywood. However, without intentional workforce strategies, clean-energy investments can bypass local residents who are most affected by pollution and economic inequities. While community members strongly supported renewable energy and building electrification measures, few local training or job placement programs currently exist to connect Maywood's workforce—particularly youth, low-income residents, and monolingual Spanish speakers—to emerging careers in solar installation, building retrofits, and EV charging infrastructure. Ensuring access to training, certification, and fair employment pathways within the clean-energy economy will be essential to building local capacity and preventing economic displacement as the region moves away from fossil fuels, actions addressed specifically in Measures E2 and E4.

Measure E1: Procure Zero-Carbon Electricity for Residents and Businesses

GHG Reductions

1,440 $MTCO_2e$ annually by 2035

Zero $MTCO_2e$ annually by 2045

Cost Considerations

Staff time for outreach and education

Performance Objectives

By 2035: 100% participation (community-wide) of utility customers purchasing 100% zero-carbon electricity.

By 2045: Under state law, all utility-provided electricity in California will be carbon free

Measure Description

Supplying the community's power needs with zero-carbon electricity is one of the most important strategies for meeting the city's GHG reduction targets. In the most recent community survey, 40 percent of community members considered it a top priority that community and government facilities receive 100 percent renewable electricity from the CPA, a nonprofit community choice energy program that provides green power to its member agencies. CPA serves approximately 3 million customers across 35 communities throughout Southern California. Maywood is in the process of exploring CPA membership, which could provide 100 percent Green Power energy service by default to all community members, but allow customers to opt into less green options.

Key Implementing Actions

Community

- Conduct a feasibility study that assesses technical, financial, legal, and policy implications of joining the CPA on behalf of residents and businesses
- Join CPA: Upon City Council approval, apply to join CPA's Joint Powers Authority (JPA), and once approved, select 100 percent Green Power as the default option for residential and commercial accounts
- Partner with CPA on customer outreach and education on the benefits of clean energy, including cleaner air and reduced health risks from fossil fuel combustion
- Require new development projects to operate on 100 percent zero-carbon electricity, through on-site generation or procurement from a third party (e.g., CPA)
- Increase enrollment in the California Alternate Rates for Energy (CARE) and Family Electric Rate Assistance (FERA) programs discount programs upon CPA enrollment
- Increase multilingual (English/Spanish) bill-impact counseling

Measure E2: Increase Local Renewable Energy Production

GHG Reductions

321 $MTCO_2e$ annually by 2035

Zero $MTCO_2e$ annually by 2045

Cost Considerations , ÷÷«

Solar feasibility studies

Infrastructure

Staff time for building partnerships and hosting education events

Performance Objectives

Community

By 2035: Install rooftop solar panels on 15% of eligible roofs

By 2045: Install rooftop solar panels on 50% of eligible roofs

Municipal Ops

By 2035: Install rooftop solar panels on 15% of eligible City building roofs

By 2045: Install distributed energy sources (DES) on 50% of eligible City building roofs

Measure Description

Generating renewable energy within the City of Maywood, especially through solar panels on rooftops and public spaces, will reduce the City's dependence on fossil fuels while lowering emissions. Electricity produced locally can be more efficient than sourcing non-local electricity because it avoids long-distance transmission. 53 percent of respondents to the most recent community survey identified as a top priority the installation of local solar PV systems for residents, businesses and local government operations.

Key Implementing Actions

Community

- Partner with utilities and CBOs to educate building owners and homeowners on the Solar Automated Permit Process (SolarAPP+) and other solar incentives, including those that deliver low-cost solar to income-qualified households
- Increase local participation in and awareness of training opportunities for solar energy jobs provided by regional workforce development organizations
- Monitor displacement risk and implement protective measures as necessary, which could include strengthening tenant protections during building renovations, limiting passthrough costs of capital improvements to tenants, and increasing home ownership rates for existing residents Incorporate affordability safeguards into infrastructure upgrades do not disproportionately impact low-income households

Municipal Ops

- Conduct solar feasibility studies at City owned buildings
- Install rooftop solar at eligible municipal facilities
- Explore community solar programs at community centric municipal facilities (libraries, community centers, etc.)

Measure E3: Procure Zero-Carbon Electricity for Local Government Operations

GHG Reductions

Quantified under Measure E1

Cost Considerations , ÷«

Staff time for updating electricity procurement

Performance Objectives

Municipal Ops

By 2035: 100% green power purchases for City-owned electricity

By 2045: Under state law, all utility-provided electricity in California will be carbon free

Measure Description

Maywood's local government can lead by example by purchasing zero-carbon electricity for its buildings, facilities, and services through CPA. This shift will reduce emissions from public operations and show the City's commitment to climate action. By purchasing 100 percent Green Power, Maywood can encourage broader adoption of clean electricity purchases throughout the community. 40 percent of respondents to the most recent community survey considered it a top priority for the community and government facilities to receive 100 percent renewable electricity from the CPA.

Key Implementing Actions

Municipal Ops

- Conduct a feasibility study that assesses technical, financial, legal, and policy implications of joining the CPA to purchase power for municipal operations
- Join CPA: Upon City Council approval, apply to join CPA's Joint Powers Authority (JPA), and once approved, select 100% Green Power as the default option for City accounts
- Purchase 100 percent Green Power from CPA for all City electricity use including City-owned buildings, street lights, and traffic signals

Measure E4: Increase the Use of Energy Storage and Microgrids

GHG Reductions

Not Quantified (supporting measure)

Cost Considerations , ÷÷«

Infrastructure

Staff time for education and partnerships

Measure Description

Energy storage systems like batteries and microgrids help make renewable energy more reliable and resilient. These technologies allow clean electricity to be stored and used when needed, such as during cloudy days or power outages. Although Maywood is already connected to a regional grid that can now provide 100% renewable energy, the city's energy security will be greatly enhanced through a network of clean energy storage. By investing in energy storage and microgrids, Maywood can improve energy independence, reduce emissions, and enhance public safety during emergencies.

Key Implementing Actions

Community

- Partner with utilities and CBOs to educate community members and businesses on incentives and advantages of energy storage and microgrids, including data on power outages and power needs.
- Implement regulations to allow or ease constraints for microgrids within the city.
- Increase local participation in and awareness of training opportunities for energy storage jobs provided by regional workforce development organizations

Municipal Ops

- Explore energy storage feasibility at City-owned facilities that provide services to vulnerable populations, including libraries and community centers.
- Partner with utilities and CBOs to pilot microgrids that include City-owned facilities, focusing on those service vulnerable populations.

STRATEGY

Green Buildings and Infrastructure (B)

Strategy Description

Building energy is the second biggest contributor to the city's emissions. This strategy focuses on reducing the amount of energy buildings consume by improving energy efficiency and promoting all-electric buildings. Buildings consume electricity and natural gas to meet their energy needs. By reducing building energy consumption, especially natural gas, the city can significantly lower GHG emissions and provide energy cost savings to community members.

With regards to electrification, the clearest opportunity for emission reductions is with new construction. Some cities in California are requiring or promoting the electrification of new buildings and major renovations through their local building codes. Electrification of existing buildings is more challenging, but cities can promote the electrification of household appliances and heating systems through education and financial incentives.

Alignment with Existing Plans and Policies

- Maywood Environmental Justice Element includes policies to work with the City's industrial businesses to improve outdoor air quality by enhancing operations and implementing other pollution reduction measures and encourage the use of green/cool roofs to help mitigate the urban heat island effect and contribute to improved environmental conditions.
- Maywood Housing Element includes programs to ensure that there are no restrictions on solar powered equipment in zoning or other development standards, and to provide energy conservation educational materials online.

Measures

- B1: Improve Energy Efficiency of Existing Buildings
- B2: Retrofit Existing Buildings to Be All-Electric
- B3: Promote All-Electric New Buildings
- B4: Utilize Cool Roofs and Pavements

Community Co-Benefits

Improved Air Quality	Climate Resilience	Local Economic Development	Cost Savings for Residents

Social Equity Issues Identified

Displacement Risk

Well-intentioned building improvements meant to reduce emissions or improve safety can unintentionally lead to displacement risks for tenants. This can occur when landlords pass the costs of upgrades onto tenants through rent increases, or when they temporarily vacate buildings for construction and later relist units at higher market rates. Measures B1 and B2 include actions that address displacement risk.

Equitable Access to Benefits and Affordability

Many Maywood households face high energy burdens, spending a disproportionate share of income on utility bills due to energy inefficient housing, aging appliances, and limited access to financial assistance. Older buildings with limited insulation, limited air filtration capability, and outdated cooling systems leave lower-income tenants especially vulnerable to extreme heat, poor indoor air quality, and rising energy costs. Because most residents are renters, they often lack control over upgrades that could improve energy efficiency, health, or comfort. Without targeted programs and outreach, electrification and clean-energy transitions risk deepening affordability challenges rather than alleviating them. Residents in Maywood experience compounded vulnerability with elevated particulate pollution, older housing stock, and median household incomes far below Los Angeles County averages. Addressing affordability through weatherization, home energy retrofits, and access to rebates is essential to ensuring equitable participation in climate solutions. Measures B1 and B2 include actions to improve these equity issues.

Green Buildings Jobs Access

Without targeted capacity-building and inclusive workforce policies, the economic benefits of building decarbonization could flow to outside firms rather than to Maywood residents. Weatherization, heat pump installations, cool roofs, and other green building retrofits require skilled labor that can be trained and employed locally. Local contractors and residents currently lack the certifications, resources, or networks to enter these growing fields. Barriers include limited exposure to green construction trades, language and literacy constraints, and the absence of affordable, accessible training programs. There are opportunities for workforce development in multiple measures in this section, details are described below.

Measure B1: Improve Energy Efficiency of Existing Buildings

GHG Reductions

3,623 $MTCO_2e$ annually by 2035

7,239 $MTCO_2e$ annually by 2045

Cost Considerations , ÷÷«

Infrastructure

Incentives

Staff time for education, partnership building, studies, etc.

Cost savings from energy efficiency

Performance Objectives

Community

By 2035: Reduce the energy intensity of existing (as of 2025) residential and commercial buildings by 30%.

By 2045: Reduce the energy intensity of existing (as of 2025) residential and commercial buildings by 60%.

Municipal Ops

By 2035: Reduce the energy intensity of existing (as of 2025) City buildings by 30%.

By 2045: Reduce the energy intensity of existing (as of 2025) City buildings by 60% by the year 2045.

Measure Description

Improving energy efficiency in existing buildings is one of the most cost-effective ways to reduce GHG emissions. This measure focuses on upgrading insulation, windows, lighting, and appliances to use less energy while maintaining comfort. By reducing energy waste, residents and businesses can lower utility bills and contribute to a cleaner environment. Our scenario modeling indicates that achieving a 20 percent reduction in energy use by at least 20 percent of the City's buildings (residential and nonresidential) is needed for the City to reduce emissions in alignment with the state's GHG reduction targets. Buildings and homes built before 1978 (when building codes became more stringent) are most likely to benefit from energy efficiency upgrades because they are more likely to include older, less efficient building envelopes, appliances, and HVAC systems. The community survey indicated energy efficiency upgrades as a top priority, including incentives and support for A/C upgrades (45 percent of participants) and installation of insulation and weatherproofing for homes (42 percent of participants).

Key Implementing Actions

Community

- Mandate energy-efficiency audits during building ownership transfers (residential and nonresidential)
- Partner with utilities to promote rebates and financing options for energy-efficiency upgrades and appliances for heating, lighting, cooking, and other purposes, targeting rebates and direct-install services to lower-income households through multilingual communication
- Educate building owners and homeowners on the cost savings of energy-efficiency improvements

- Increase local participation in and awareness of training opportunities for energy efficiency jobs provided by regional workforce development organizations
- Monitor displacement risk and implement protective measures as necessary, which could include strengthening tenant protections during building renovations, limiting passthrough costs of capital improvements to tenants, and increasing home ownership rates for existing residents
- Explore on-bill financing or tariffed on-bill repayment models that allow residents to pay for energy efficiency upgrades through future utility savings without taking on personal debt
- Explore the feasibility of setting building performance standards for large existing buildings within the City, setting energy targets based on building size
- Partner with SoCalREN, SCE, and emPOWER to connect income-qualified residents to no- and low-cost energy-efficiency programs, through bilingual outreach and community partnerships

Municipal Ops

- Adopt a policy that requires natural gas equipment and appliances (i.e., boilers, water heaters, stoves, and HVAC units) at City buildings and facilities to be replaced with all-electric models, when at end of useful life
- Conduct energy audits of all municipal buildings to identify cost-effective energy-efficiency opportunities
- Implement energy-efficiency improvements identified in energy audits at City-owned buildings and facilities
- Publish case studies of building-efficiency improvements to promote successes and strategies to community members and businesses

Measure B2: Retrofit Existing Buildings to Be All-Electric

GHG Reductions

856 $MTCO_2e$ annually by 2035

2,935 $MTCO_2e$ annually by 2045

Cost Considerations , ÷÷«

Infrastructure

Staff time for workshops, policy adjustments, partnerships, and feasibility study

Performance Objectives

Community

By 2035: Decarbonize 10% of existing (as of 2025) residential and commercial building energy

By 2045: Decarbonize 60% of existing (as of 2025) residential and commercial building energy

Municipal Ops

By 2035: Decarbonize 10% of existing (as of 2025) City building energy

By 2045: Decarbonize 60% of existing (as of 2025) City building energy

Measure Description

Retrofitting buildings to use electricity instead of gas for heating, cooking, and water heating will reduce emissions and improve indoor air quality. Natural gas appliances, especially stove tops, can leak harmful gases into building interiors causing potential health issues for occupants, especially children and seniors. As the electricity grid becomes cleaner, all-electric buildings will play a key role in achieving climate goals. This measure will encourage and support property owners in making the switch through incentives, technical assistance, and public education. The City will implement actions to limit pass-through costs to renters, especially community members living in affordable housing.

Key Implementing Actions

Community

- Explore adopting ordinance requiring replacement of air conditioners with electric heat pumps during major building renovations
- Host workshops and events to demonstrate the efficacy of all-electric appliances, including stoves, heat pumps, and boilers
- Identify and partner with City-approved service providers to review residential energy bills and conduct home visits to provide recommendations for feasible electric appliances
- Monitor displacement risk and implement protective measures as necessary, which could include strengthening tenant protections during building renovations, limiting passthrough costs of capital improvements to tenants, and increasing home ownership rates for existing residents

- Connect income-qualified residents to financial assistance for building decarbonization, such as heat-pump rebates, through bilingual outreach and community partnerships
- Increase local participation in and awareness of training opportunities for building decarbonization jobs provided by regional workforce development organizations

Municipal Ops

- Conduct all-electric feasibility studies for City-owned buildings and facilities
- Implement feasible electrification at City-owned buildings and facilities, including electric water heaters, boilers, and cookware

Measure B3: Promote All-Electric New Buildings

GHG Reductions

Not Quantified (supporting measure)

Cost Considerations

Infrastructure for municipal equipment

Staff time for regulatory updates, educational events, and partnerships

Measure Description

New buildings offer a unique opportunity to build green from the start and avoid the installation of natural gas infrastructure. By promoting all-electric construction, Maywood can avoid locking in fossil fuel use and ensure that new homes and businesses are aligned with climate goals. All-electric buildings are often more efficient and cost-effective over time. This measure will work with developers, builders, and the permitting processes to encourage modern, sustainable design that supports a zero-emission future. California recently passed Senate Bill 130 (SB 130) restricting modifications to new residential building standards that go beyond existing codes, including decarbonization requirements. Nonresidential buildings are not subject to these limitations, so local governments can still adopt a local reach code that addresses them.

Key Implementing Actions

Community

- Explore amending the permitting process to streamline buildings with all-electric appliances and equipment or that do not construct natural gas infrastructure
- Partner with utilities and promote and expand incentives for all-electric equipment in new buildings
- Educate building owners and developers on the costs and emission savings of all-electric equipment
- Evaluate potential to pass ordinance that effectively requires new nonresidential buildings to be all-electric

Municipal Ops

- Adopt a policy requiring all new buildings built by the City to be all-electric

Measure B4: Utilize Cool Surfaces

GHG Reductions

Not Quantified (supporting measure)

Cost Considerations

Infrastructure

Staff time for education and program development

Measure Description

Cool surfaces including roofs, walls and pavements reflect more sunlight and absorb less heat, helping to lower temperatures in buildings and across neighborhoods. This measure will reduce the urban heat island effect, improve comfort during hot days, and decrease the need for air conditioning. By using reflective materials and pigments in roofing, exterior painting, and paving projects, Maywood can reduce building energy emissions, improve climate resilience, and protect vulnerable residents from extreme heat. Cooling centers and heat resilience were among the top ten suggestions received during community engagement for the CAARP.

Key Implementing Actions

Community

- Examine the potential to adopt a cool roof and pavement ordinance requiring new buildings and major renovations to meet specific albedo standards
- Partner with COBs and other municipalities to establish or expand a workforce development program for cool roof and pavement projects
- Pilot a cool roof and pavement project at a heat vulnerable school or senior center
- Host educational events for cool roof and pavement solutions and their benefits
- Increase local participation in and awareness of training opportunities for cool surface construction jobs provided by regional workforce development organizations

Municipal Ops

- Explore potential for cool pavement pilot projects at City-owned facilities, including parks or community centers
- Inventory cool roofs at City-owned buildings and facilities

- Consider adopting a policy to install high-performing cool roofs on new City buildings and roof replacements (i.e., perform better than State building codes)

STRATEGY

Zero-Emission Vehicles (V)

Strategy Description

On-road vehicles are by far the biggest contributor to the City's GHG emissions. Measures under this strategy support the shift to zero-emission vehicles (ZEVs), which include battery electric vehicles (BEVs), plug-in battery vehicles (PEVs), and hydrogen fuel cell vehicles (HCEVs). California is the national leader in developing policies and infrastructure that support ZEVs. In November 2020, Governor Gavin Newsom signed Executive Order N-79-20, requiring all sales of new passenger vehicles to be ZEVs by 2035. The availability of new vehicle models, improved battery storage, and increased availability of vehicle charging infrastructure, coupled with incentives such as federal tax credits and state and air district rebates are contributing to this transition. 44 percent of respondents to the most recent community survey indicated that providing resources and incentives for purchasing electric vehicles was a top priority.

Alignment with Existing Plans and Policies

- California's statewide ZEV mandates include Advanced Clean Cars II and Governor's Executive Order N-79-20 requiring 100 percent of all new vehicles sold in California to be ZEVs by 2035
- California SB 375 includes a target to reduce transportation emissions within SCAG by 19% below 2005 per capita levels by 2035
- California Mobile Source Strategy includes a target to have 4.2 million ZEVs on the road by 2030 and increase deployment of zero-emission trucks, primarily for Class 3-7 "last-mile" delivery trucks
- SCAG RTP/SCS (Connect SoCal 2024) has clean transportation goals to accelerate zero-emission transportation deployment, and promote equitable use of and access to clean transportation technologies
- The Maywood Environmental Justice Element includes a goal to minimize exposure to air pollution and a policy to replace municipal fleet vehicles with low emissions and/or alternative fuel vehicles whenever possible
- Maywood Circulation Element includes a policy to explore and implement partnership opportunities to develop a multi-jurisdictional shuttle service

Measures

- V1: Provide Supporting Infrastructure for EVs
- V2: Transition Municipal Fleet to EVs
- V3: Accelerate Freight Decarbonization

Community Co-Benefits

Public Health	Improved Air Quality

Social Equity Issues Identified

Access to EV Charging

Renters, multifamily households, and lower-income populations face unique barriers to accessing EV charging. Most multifamily buildings lack designated parking spaces or the electrical capacity to install chargers, and landlords often hesitate to invest in charging infrastructure without clear cost recovery mechanisms. Lower-income residents also face challenges affording newer EVs and are less likely to own homes where installation is feasible. Expanding equitable access to both infrastructure and financial support will ensure that Maywood's transition to zero-emission transportation does not reinforce existing mobility or income divides. Responses to these equity issues are included in the actions for Measure V1.

Burdens of Trucking and Other Industrial Uses

Maywood's proximity to freight corridors and industrial zones exposes residents to elevated levels of air pollution, noise, and safety hazards. Community feedback emphasized the need to limit truck traffic, prevent the expansion of industrial land uses, and transition toward cleaner industries. These concerns reflect long-standing environmental justice issues tied to zoning patterns and legacy industrial activity in Southeast Los Angeles. The actions in Measure V3 respond to these equity issues.

Measure V1: Provide Supporting Infrastructure for EVs

GHG Reductions

2,395 $MTCO_2e$ annually by 2035
991 $MTCO_2e$ annually by 2045

Cost Considerations , ÷÷÷«

Infrastructure

Infrastructure maintenance

Staff time for pilot projects, permitting updates, educational events, and partnership building

Performance Objectives

Community

By 2035: Install 500 public EV chargers in the City

By 2035: 55% of all passenger vehicles in Maywood are ZEV (15% higher than state projections)

By 2045: 95% of all passenger vehicles in Maywood are ZEV (17% higher than state projections)

Municipal Ops

By 2035: Install 5 public EV chargers at City-owned facilities

By 2045: Install 10 EV chargers at City-owned facilities

Measure Description

Expanding and improving ZEV infrastructure is essential to supporting the transition to cleaner transportation in Maywood. This measure focuses on removing barriers and supporting installation of EV charging infrastructure at private residences and public spaces, like shopping areas and City buildings. According to the CEC, Los Angeles County will need to install approximately 436,000 level 2 chargers at work and public sites by 2035 to support state EV mandates (CEC 2024). To support Maywood's population, this means the City would need to install approximately 500 level 2 chargers at work and public sites by 2030. Currently there are approximately six Level 2 public chargers located within the City. This measure helps build a more accessible and equitable EV network while reducing emissions from gasoline-powered vehicles.
44 percent of respondents to the most recent community survey indicated that providing resources and incentives for purchasing EVs was a top priority.

Key Implementing Actions

Community

- Partner with utilities and state entities to provide incentives that encourage businesses to install publicly accessible charging infrastructure
- Conduct EV charger assessment and mapping program to help focus EV charging infrastructure installations in strategic, high-need areas
- Partner with local CBOs to conduct awareness and educational campaigns around EV charging installation processes and incentives, including Clean Cars 4 All, Replace Your Ride, and Equity EV Rebate programs from CARB and South Coast Air Quality Management District (SCAQMD)

- Implement a multilingual outreach campaign and a One-Stop EV Charger Permit Portal modeled on SolarAPP+, that streamlines the process for permitting EV charging stations
- Examine the potential for an ordinance requiring parking lots and garages to reserve preferred parking spaces for ZEVs
- Pilot shared charging hubs at schools, libraries, or municipal lots that can serve multiple users, including residents without private parking

Municipal Ops

- Install public EV charging stations at City owned buildings and facilities that are conveniently accessible and frequently visited by community members
- Assess feasibility of reserving preferred spaces for ZEVs at public and City employee parking lots

Measure V2: Transition Municipal Fleet to EVs

GHG Reductions

Quantified under Measure V1

Cost Considerations , ÷÷÷«

Vehicles

Staff time for feasibility study and training on EV use

Performance Objectives

Municipal Ops

Transition 55% of the municipal fleet to ZEVs by 2035

Transition 95% of municipal fleet to ZEVs by 2045

Measure Description

Maywood's municipal fleet includes vehicles used for public services including public works, facility maintenance, and community programs. Transitioning these vehicles to electric models that still meet the needs of the City will reduce emissions from City operations while demonstrating leadership in clean transportation.

Key Implementing Actions

Municipal Ops

- Conduct feasibility and cost analysis to strategically plan municipal fleet electrification, including the Maywood Express
- Electrify municipal fleet in line with feasibility and cost considerations

Measure V3: Accelerate Freight Decarbonization

GHG Reductions

Quantified under Measure V1

Cost Considerations

Staff time for partnerships and collaborations

Measure Description

Freight vehicles, including long-haul trucks, delivery trucks and service vans, contribute significantly to local air pollution and GHG emissions within communities like Maywood that are close to areas with high industrial activity. This measure aims to reduce emissions from freight by promoting electric trucks and other clean vehicle technologies as well as low-emission delivery zones. By working with businesses and regional partners, Maywood can support a healthier environment and reduce the impact of freight on residential neighborhoods. During community engagement, trucking was identified as a concern due to air pollution impacts.

Key Implementing Actions

Community

- Collaborate with Caltrans and the Ports of Long Beach and Los Angeles on freeway and technology improvements benefitting goods movement industries
- Promote local business and industry participation in SCAQMD's truck and train projects funded through CARB's Goods Movement Emission Reduction Program
- Evaluate the potential to adopt low-emission delivery zones that provide priority curb access for zero-emission delivery vehicles in specified loading areas throughout the City, including near schools, senior facilities, parks, and other locations with high pedestrian traffic
- Streamline permitting for ZEV charging and clean fueling infrastructure for medium- and heavy-duty vehicles
- Designate and enforce truck routes away from homes and schools, and develop anti-idling protocols
- Partner with SCAQMD and local schools to deploy low-cost air quality sensors, share real-time data, and engage residents in identifying air quality hotspots for enforcement or remediation

STRATEGY

Smart Mobility and Active Transportation (M)

Strategy Description

Reducing VMT is an important state goal and a major objective of SCAG's Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), which integrates regional land use, housing, and transportation strategies that are geared towards reducing vehicle trips and increasing active transportation modes like walking and bicycling. Although local governments have jurisdiction over land use and transportation infrastructure, reducing VMT has historically proven difficult. Through the measures detailed below this strategy aims to reduce total annual VMT in Maywood 5 percent by 5 percent.

Alignment with Existing Plans and Policies

- California SB 375 includes a target to reduce transportation emissions within SCAG by 19% below 2005 per capita levels by 2035
- SCAG's RTP/SCS includes policies to develop complete streets, encourage development around transit stops, facilitate multimodal connectivity, prioritize transit investments, and promote transportation safety
- Maywood Active Transportation Plan (ATP) has goals to increase bicycling routes and expand public transportation
- Maywood Circulation Element includes goals to provide multi-modal transportation systems and ensure residents have access to safe bicycle and pedestrian networks throughout the community
- Maywood Environmental Justice Element includes policies to promote physical activity, develop transportation demand management (TDM) measures, and improve bicycling and pedestrian networks and infrastructure within the city
- Maywood 6th Cycle Housing Element includes goals and policies to provide diverse housing options throughout the city

Measures

M1: Expand Access to Public Transit

M2: Promote Transit-Oriented Development

M3: Promote Active Transportation

M4: Support Employer Transportation Demand Management (TDM) Programs

M5: Reform Parking Policies

Community Co-Benefits

Public Health	Improved Air Quality	Climate Resilience	Local Economic Development	Cost Savings for Residents

Social Equity Issues Identified

Safety, Health, and Comfort in Active Transportation

Maywood's youth leaders have indicated that a benefit of living in Maywood is the ability to reach school, jobs, and homes through active modes of transportation such as walking, biking, and skating, but several factors make them and their families feel unsafe when navigating the City through active transportation: extreme heat, uninviting bus stops, dim street lights at night, walkways too close to moving cars, encounters with people with mental health issues, and fear of encounters with Immigration and Custom Enforcement (ICE). Residents identified inadequate shade, limited tree cover, poor lighting, and unsafe crossings as major barriers to active transportation. Fear of ICE encounters further restricts mobility for immigrant and mixed-status families, particularly at night or near industrial areas. Responses to these issues are addressed in Measure M3.

Access to Transit

Public transit is the primary means of mobility for many Maywood residents, particularly low-income households, youth, seniors, and people with disabilities. However, current service limitations—such as infrequent schedules, limited evening service, and inadequate accessibility—create significant barriers to essential travel for work, school, and healthcare. Rising heat and safety concerns at transit stops further compound inequities. Affordable and reliable access to public transit is a critical equity strategy. Enhancing local and regional connections through the Maywood Express and Metro services can reduce household transportation costs, support independence for people with disabilities, and improve air quality. Responses to these issues are addressed in Measure M1.

Measure M1: Expand Access to Public Transit

GHG Reductions

149 $MTCO_2e$ annually by 2035

51 $MTCO_2e$ annually by 2045

Cost Considerations

Reduced fare prices

Infrastructure at bus stops

Infrastructure maintenance

Staff time for feasibility studies, educational events, and partnership development

Performance Objectives

By 2035:

- Implement a Subsidized Transit Pass Program for 670 households
- Expand Maywood Express service hours by 3 hours each day and full Saturday coverage
- Expand Maywood Express frequency from every 38 minutes to 20 minutes

By 2045:

- Maintain a Subsidized Transit Pass Program for 670 households
- Maintain Maywood Express service hour extensions as described under the 2035 performance objective

Measure Description

Public transportation has significantly lower emissions per passenger-mile than personal vehicles, especially when cars have single occupancy. When community members select public transit over personal vehicles, they contribute to reducing emissions and improving air quality. This measure will provide discounted or free transit passes for residents, modify existing transit service frequencies, and extend the operation hours to enhance the services of Maywood Express. Many Maywood residents depend on transit as a primary mode of transportation, so lowering prices or enhancing services could significantly increase public ridership. 44 percent of respondents to the most recent community survey indicated that providing free or discounted public transit passes to everyone was a top priority and 40 percent of respondents considered it a top priority to improve public transit with more routes, higher frequency, and/or extended hours of operation.

Key Implementing Actions

Community

- Coordinate with surrounding cities, the County, and LA Metro to determine feasibility of increasing frequency or coverage of transit serving Maywood
- Evaluate the potential to expand the Maywood Express to and from schools and surrounding areas
- Conduct study to determine economic feasibility of discounting public transit fares for all transit riders
- Establish subsidized, discounted, or free transit passes for community members identified in the economic feasibility study

• Maintain Maywood Express frequency to every 20 minutes	• Educate the community on the benefits of using public transportation and the value proposition of transit expansion initiatives and fare adjustments • Examine potential to add more seating and shade at bus stops, partnering with local, state, and regional partners to access funding • Coordinate with LA Metro on expanding regional connectivity • Partner with LA Metro to implement transit-supportive treatments on existing transit routes, which could include infrastructure improvements and traffic signal modifications to improve transit times and reliability throughout the community • Expand participation in LA Metro's Low-Income Fare Is Easy (LIFE) program and explore discounted or free transit options for Maywood Express service • Ensure future transit tops are accessible and comfortable for people from all backgrounds and all physical abilities

Measure M2: Promote Transit-Oriented Development

GHG Reductions

469 $MTCO_2e$ annually by 2035
194 $MTCO_2e$ annually by 2045

Cost Considerations , ÷«

Staff time for incentive education and re-zoning efforts

Performance Objectives

By 2035:

- Increase Residential Density through 258 new units zoned for and identified by the Housing Element
- Increase Job Density through 1,341 thousand square feet increase of new commercial, industrial, and public/quasi-public land uses identified by the Land Use Element
- Develop Transit-Oriented Developments through 253 residential units and office space within half mile of Slauson Ave and Atlantic Blvd high quality transit stop
- Complete construction of a 61-unit affordable housing project and continued development to meet RHNA needs

By 2045:

- Increase Residential Density through 344 new units

Measure Description

Community members living close to their everyday needs for employment, school, food services, and health care travel shorter distances and may have more opportunities to use alternative modes of transportation than those who live further from these services. Placing more housing, shops, and services near transit stops makes it easier for people to walk, bike, or take the bus instead of driving, reducing emissions and resulting in a more connected community. 44 percent of respondents to the community survey considered it a top priority to target residential development near transit routes, including Slauson Avenue and Atlantic Boulevard corridors.

Key Implementing Actions

Community

- Provide incentives (density bonuses, concessions, and waivers) for dense residential development, including affordable and below market rate housing, near transit routes, including Slauson Avenue and Atlantic Boulevard corridors
- Educate developers about incentives for dense residential development
- Re-zone certain areas (including Slauson Avenue and Atlantic Boulevard corridors) to allow for more home-based businesses

zoned for and identified by the Housing Element

- Increase Job Density through 1,789 thousand square feet increase of new commercial, industrial, and public/quasi-public land uses identified by the Land Use Element
- Develop Transit-Oriented Developments through 338 residential units and office space within half mile of Slauson Ave and Atlantic Blvd high quality transit stop
- Continue construction of new development to meet future RHNA needs

Measure M3: Promote Active Transportation

GHG Reductions

24 $MTCO_2e$ annually by 2035

9 $MTCO_2e$ annually by 2045

Cost Considerations , ÷÷÷«

Infrastructure for road and sidewalk improvements and bicycle facilities

Infrastructure maintenance

Staff time for program and project coordination

Performance Objectives

By 2035:

- Install EOT Bike Facilities (including showers) for approximately 750 new employees
- Construct 9 miles of new Class III Bike Facilities identified by Maywood Active Transportation Plan
- Construct Slauson Avenue and Atlantic Boulevard mobility hub

By 2045:

- Install EOT Bike Facilities (including showers) for approximately 1,000 new employees
- Maintain 9 miles of previously constructed Class III Bike Facilities identified by Maywood Active Transportation Plan

Measure Description

Active modes of transportation, including bicycling, walking, and scootering, have the lowest GHG emissions. A safe and connected network of bike lanes, sidewalks, and crosswalks encourages more people to choose active modes for everyday trips. This measure builds on the City's ATP to improve street design that supports active transportation, reduces car dependence, and promotes healthier lifestyles. Expanding the bicycle and pedestrian network within Maywood will reduce emissions and could make City streets safer for everyone. As for the community's top priorities, 51 percent of survey respondents identified shade trees, signage, and landscaping along streets to make it easier and more comfortable to walk, while 39 percent of respondents identified safer bike lanes and pedestrian walkways. 37 percent of respondents listed financial support to low-income residents for purchasing electric bikes or scooters a top priority.

Key Implementing Actions

Community

- Improve sidewalks with more shade, more greenery, safe crossings, and adequate space for wheelchair and stroller use, prioritizing those locations identified by community and in the Maywood ATP
- Partner with utilities, LA Metro, and regional transportation CBOs to offer financial support to residents for purchasing electric bikes or scooters
- Expand bicycle and pedestrian infrastructure, including Class I, II, III, and IV bicycle routes, signage, and intersection treatments along corridors outlined in the Maywood ATP

• Maintain Slauson Avenue and Atlantic Boulevard mobility hub	• Partner with CBOs and local businesses to install and maintain end-of-trip facilities including bike parking, bike lockers, showers, and personal lockers • Potentially introduce electric bike share and scooter share programs that incentives third-party providers to locate in Maywood, including partnering with LA Metro to expand their Metro Bike Share program into the City • Collaborate with Los Angeles County, LA Metro, and Maywood Express to invest in safety features and first mile / last mile bicycle and pedestrian connections around transit stations • Coordinate with schools and local CBOs to host "open street" events that promote active transportation and educate students and community members on how to safely navigate bicycle routes • Explore limiting businesses within the City that are served by heavy duty trucks, especially those located along pedestrian and bicycle corridors • Install energy-efficient LED lighting at crosswalks, parks, and bus stops to enhance safety and visibility, particularly for women, children, and seniors • Engage youth and CBOs in street design. Fund participatory design projects with youth organizations and active-transportation nonprofits to co-create murals, shade installations, and community wayfinding *Municipal Ops* • Improve all sidewalks and pedestrian infrastructure around City buildings to be safe, accessible, and comfortable • Install and maintain bicycle infrastructure at City owned buildings, including community centers and cooling centers • Establish a bike share program to encourage City employees to borrow bikes for transportation to local meetings

Measure M4: Support Employer Transportation Demand Management (TDM) Programs

GHG Reductions

120 $MTCO_2e$ annually by 2035
41 $MTCO_2e$ annually by 2045

Cost Considerations

Staff time to coordinate programs

Performance Objectives

By 2035:

- Implement Commute Trip Reduction Marketing for approximately 400 Employees
- Implement Employee Parking Cashout Program for approximately 400 Employees
- Implement Community-Based Travel Planning for 20% of residents

By 2045:

- Maintain Commute Trip Reduction Marketing for approximately 400 Employees
- Maintain Employee Parking Cashout Program for approximately 400 Employees
- Maintain Community-Based Travel Planning for 20% of residents

Measure Description

Transportation Demand Management (TDM) programs help employers reduce car travel by offering alternatives like transit passes, bike facilities, carpool matching, and flexible work schedules. This measure encourages local employers to adopt TDM strategies that reduce traffic, cut emissions, and support sustainable commuting options for workers. 33 percent of respondents to the most recent community survey indicated that coordinating with schools and local employers to support carpooling, vanpools, and other programs that reduce driving was a top priority.

Key Implementing Actions

Community

- Coordinate with schools and local employers to support carpooling, vanpools, programs to reduce driving to/from school and work
- Encourage employers to market and implement a voluntary trip commute trip reduction program and offer employee parking cash-outs., which allow employees to forgo parking in lieu of a cash payment equivalent to the cost of the parking space

Municipal Ops

- Establish a program to encourage City employees to reduce driving to work or City hosted events

Measure M5: Reform Parking Policies

GHG Reductions

87 $MTCO_2e$ annually by 2035

29 $MTCO_2e$ annually by 2045

Cost Considerations

Employee parking cash-outs

Staff time to coordinate programs and draft policy reforms

Performance Objectives

By 2035:

- Unbundle Residential Parking Costs for approximately 300 new multifamily dwelling units
- Implement market priced parking along Slauson Avenue and Atlantic Avenue near future mixed-use developments

By 2045:

- Maintain unbundled Residential Parking Costs for approximately 300 new multifamily dwelling units identified under 2035 performance objective
- Implement market priced parking along Slauson Avenue and Atlantic Avenue near future mixed-use developments

Measure Description

Adjusting parking policies can reduce traffic congestion and encourage people to use more sustainable transportation options. This measure focuses on implementing smart parking policies and removing parking requirements for buildings, incentivizing shifts to other modes and decreasing the City's total VMT. Revenue from parking programs can also be reinvested into transit, bike infrastructure, and pedestrian improvements.

Key Implementing Actions

Community

- Promote unbundling parking costs from property costs, including employee parking cash-outs, to employers and property owners
- Develop a comprehensive parking reform strategy that potentially includes eliminating minimum parking requirements for all new residential units, creating parking benefit districts, developing planning strategies for transitioning land dedicated to parking to alternative transit and public uses, and incentivizing developers to provide less than maximum allowable parking
- Implement market price public parking for all on-street public parking in the City near central business districts, employment centers and

Municipal Ops

- Provide the options for employee parking cash-outs for City employees commuting to City buildings and facilities

STRATEGY

Off-Road Equipment Electrification (O)

Strategy Description

GHG emissions from off-road equipment are typically associated with temporary or intermittent activity and represent a relatively small share of the City's total emissions. As a result, the potential for significant reductions in this sector is limited compared to the transportation, building energy and solid waste sectors. However, the City can still contribute towards its climate goals through cleaner equipment standards, municipal procurement practices, and partnerships with contractors that use low-emission or electric equipment.

Alignment with Existing Plans and Policies

- Governor's Executive Order N-79-20 includes target to achieve 100 percent zero-emissions from off-road vehicles and equipment operations in the State by 2035
- Maywood Conservation Element includes a policy requiring the City to use low-emissions vehicles and equipment for government purposes

Measures

- O1: Support Off-Road Equipment Electrification

Community Co-Benefits

Improved Air Quality

Measure O1: Support Off-Road Equipment Electrification

GHG Reductions

122 $MTCO_2e$ annually by 2035

481 $MTCO_2e$ annually by 2045

Cost Considerations , ÷÷«

Infrastructure

Equipment

Staff time for education and policy development

Performance Objectives

Community

By 2035: Electrify 20% of off-road equipment used throughout the City

By 2045: Electrify 75% of off-road equipment throughout the City

Municipal Ops

By 2035: Electrify 20% of off-road equipment used in City run projects

By 2045: Electrify 75% of off-road equipment used in City run projects

Measure Description

Off-road equipment, including lawn and garden equipment, portable generators, transport refrigeration units, and light commercial equipment, can emit GHG emissions and harmful air pollutants when operated. Community input for this plan indicates that air quality and pollution control are top priority issues. This measure focuses on supporting the electrification of off-road equipment and setting idling requirements to reduce air pollution and GHG emissions.

Key Implementing Actions

Community

- Develop infrastructure to support electric and hydrogen fuel cell equipment
- Provide educational materials to builders and construction contractors on the benefits and capabilities of electric off-road equipment
- Through the permitting process, require private developers to use green construction methods that reduce emissions
- Adopt restrictions to minimize unnecessary idling of off-road equipment

Municipal Ops

- Increase the use of zero-emission off-road equipment by municipal fleet facilities
- Establish procurement policies mandating zero-emission or low-emission equipment for municipal projects

STRATEGY

Recycling and Organic Waste Diversion (R)

Strategy Description

Reducing the amount of waste sent to landfills through recycling and diversion programs lessens the energy needed to produce virgin materials and helps avoid the production of methane, a potent GHG that results from the decomposition of organic materials like paper, cardboard, food scraps and yard waste. By diverting waste from landfills, the City of Maywood can reduce emissions, conserve resources, and support a circular economy. California has set ambitious targets for waste reduction and organic waste diversion, including Senate Bill 1383, which requires a 75 percent reduction in organic waste disposal by 2025. Local implementation of these goals is essential to meeting statewide climate targets and improving environmental health. While the direct GHG reductions from some waste diversion actions may be modest or difficult to quantify, these actions are critical to building the infrastructure, market demand, and community habits needed to support long-term sustainability.

Alignment with Existing Plans and Policies

- California SB 1383 includes goals to reduce 75 percent of organic waste from landfills and recover 20 percent of edible food for human consumption by 2025
- Maywood Environmental Justice Element includes goals and policies to improve food access for food insecure residents

Measures

- R1: Divert Organic Materials from the Landfill
- R2: Expand Edible Food Recovery Networks
- R3: Increase Material Recycling and Reuse

Community Co-Benefits

Public Health	Resource Conservation

Measure R1: Divert Organic Waste from the Landfill

GHG Reductions

1,520 $MTCO_2e$ from 2023 by 2035
2,495 $MTCO_2e$ from 2023 by 2045

Cost Considerations , ÷÷«

Staff time for program development, feasibility studies, events, and education

Performance Objectives

Community

By 2035: 12% of organic waste citywide is composted or diverted from the landfill (doubling of 2023 levels)

By 2045: 20% of organic waste citywide is composted or diverted from the landfill

Municipal Ops

By 2035: 12% of waste from City operations is composted or diverted from the landfill (doubling of 2023 levels)

By 2045: 20% of waste from City operations is composted or diverted from the landfill

Measure Description

Organic waste including food waste, paper discards, and yard trimmings makes up a large portion of what ends up in landfills, where it produces methane, a powerful GHG. This measure promotes effective organic waste disposal within the community so that it can be diverted from the landfill. Maywood currently contracts with Universal Waste Systems to collect community waste using three carts: trash (black), recycling (blue) and organic waste (green). Waste from trash carts is sent to Universal Waste Systems facilities where a small portion of organic waste is separated and diverted. The organic waste collected from green carts along with the diverted organic waste from black carts is converted into beneficial soil management products including mulch and compost. Increasing the amount of organic waste diverted from the landfill for beneficial use is a key measure in reducing GHG emissions and creating a more sustainable community.

Key Implementing Actions

Community

- Partner with Universal Waste Systems and CBOs to provide education to the community and businesses on how to properly dispose of organic materials, including the materials that belong in each cart, and what happens with those materials
- Provide at-home and community garden compost education through in-person demonstrations, social media, City webpage, and flyers
- Improve the City's ability to monitor organics diversion rates; coordinate with Universal Waste Systems to improve the measurement and reporting of the organics diverted from black carts for beneficial use

Municipal Ops

- Coordinate with Universal Waste Systems to provide organic waste bins and pick-up services at all City buildings and facilities
- Educate City employees on proper organic waste disposal, promoting the proper use of green bins at City buildings and facilities
- Conduct waste audit to identify large sources of organic waste from City operations, and focus waste reduction efforts where action is needed most

Measure R2: Expand Edible Food Recovery Networks

GHG Reductions

Not quantified (supporting measure)

Cost Considerations

Staff time for educational events and program development

Measure Description

Recovering edible food from grocery stores, restaurants and large catering events helps to feed community members in need while reducing food waste. When sent to the landfill, food decomposes and produces more methane than other organics, such as grass and yard trimmings. Maywood currently distributes food to community members through the Mobile Food Pantry at the Southeast Rio Vista YMCA. This measure supports and expands programs like this through edible food recovery and distribution to food insecure residents.

Key Implementing Actions

Community

- Launch educational programs focused on edible food recovery and food waste reduction to community members and businesses
- Foster a community-wide food recovery network by connecting businesses, food recovery organizations, and organizations the support residents
- Explore incentives for businesses to partner with food recovery organizations to feed community members in need
- Examine existing regulations that limit or discourage edible food recovery efforts

Municipal Ops

- Establish a food recovery policy for events hosted by the City, to ensure edible food is recovered and distributed to community members in need
- Participate in food recovery efforts to build relationships with food recovery organizations and expand food recovery networks

Measure R3: Increase Material Recycling and Reuse

GHG Reductions

Not quantified (supporting measure)

Cost Considerations , ÷÷«

Infrastructure for recycling bins in public spaces

Staff time for program development, feasibility studies, events, and education

Performance Objectives

Community

By 2035: 60% of total waste citywide is diverted and recycled

By 2045: 65% of total waste is diverted and recycled

Municipal Ops

By 2035: 60% of waste generated in City operations is diverted and recycled

By 2045: 65% of waste generated in City operations is diverted and recycled

Measure Description

Material recycling and product reuse work best when they are convenient and accessible. Systems and services like recycling bins in public spaces, tool libraries, and repair cafes provide residents with easier ways to recycle and reuse materials. This measure supports placing more recycling bins in public areas, apartment complexes, and business districts along with the development of local reuse networks that reduce consumption and build community connections. Maywood currently contracts with Universal Waste Systems to collect waste in the community using three carts: trash (black), organics (green) and recycling (blue). Waste collected from black bins is sent to a Universal Waste Systems facility where materials like aluminum and plastic are diverted and recycled. The recyclables collected from blue carts along with the diverted materials from black bins are recycled by Universal Waste Systems. Expanding access and education for proper recycling and reuse will help Maywood reach its GHG reduction targets while reducing litter, conserving resources, and keeping usable materials out of landfills.

Key Implementing Actions

Community

- Provide discounted recycling bins to underserved areas or locations with high volumes of recyclable materials
- Launch programs to educate business owners and landlords on how to obtain and maintain recycling bins
- Partner with schools, CBOs, and Universal Waste Systems to educate residents and businesses on material reuse networks and proper recycling
- Identify optimal locations for public recycling bins and host educational events for businesses and building owners in those areas

- Partner with Universal Waste Systems to provide adequate service for recycling bins in public spaces
- Host repair cafes and swap events for community members to extend the useful life of materials, clothing and other essential items
- Coordinate with Universal Waste Systems to improve ability to measure the amount of materials diverted from black carts for recycling

Municipal Ops

- Explore installing more public recycling bins at City owned buildings, parks, and facilities, through feasibility studies and mapping strategic locations
- Implement a sustainable purchasing policy for municipal operations, including reusable products and products made from recycled, non-toxic, and/or sustainably sourced materials where available
- Ensure all City owned buildings and facilities have recycling bins for employees and are serviced by a recycling hauler
- Establish reuse, repair, and sharing networks within departments or across departments for employees to extend the life of products they use at work

STRATEGY

Water Conservation & Reuse (W)

Strategy Description

This strategy reduces emissions associated with the energy needed to treat, transport and deliver water to the City's end consumers, primarily by reducing the amount of water consumed in the City through building off existing water-efficiency requirements. The City includes water-efficient landscape requirements in the municipal code that establish design, installation, and maintenance standards for landscape water efficiency. Additionally, the City is served by three water utilities (Maywood Municipal Water Company #1, Maywood Municipal Water Company #2, and Tri-City Mutual Water Company) all of which have existing policies for water conservation, including conservation ordinances that aim to reduce water waste and impose drought restrictions in response to State emergency regulation for water conservation. While water consumption represents approximately 4 percent of the City's emissions, opportunities for reducing emissions associated with water consumption are limited compared to strategies aimed at transportation and building energy.

Alignment with Existing Plans and Policies

- Making Conservation a California Way of Life is the State's water conservation ordinance that includes a target to save 500,000 acre-feet of water annually by 2040
- Maywood' three water utilities include water conservation restrictions and violation fines that cover outdoor water requirements and fixing leaking pipes
- Maywood Housing Element includes policies to regulate outdoor irrigation, including requirements for sprinklers, timers, and rain and moisture sensors in existing and future multifamily developments. Additional policies support the transition to low-flow toilets and encourage use of drought tolerant landscaping through the plan check process

Measures

- W1: Reduce Indoor and Outdoor Water Consumption
- W2: Increase Use of Recycled Water and Graywater Systems

Community Co-Benefits

Resource Conservation	Cost Savings for Residents

Measure W1: Reduce Indoor and Outdoor Water Consumption

GHG Reductions

Not quantified (supporting measure)

Cost Considerations

Infrastructure for water-efficient equipment

Staff time for education, partnerships, studies, and policy development

Measure Description

Outdoor water use, especially for landscaping, accounts for a significant portion of residential water demand. This measure encourages water-efficient landscaping practices such as using drought-tolerant plants, improving irrigation systems, and reducing lawn areas. Indoor water use accounts for a smaller portion of residential water demand, but water-efficient appliances can still reduce residential water consumption. Although the reductions from this measure are not quantified, reducing outdoor water use helps conserve a vital resource and lowers the energy required to pump and treat water. It also supports climate adaptation by making neighborhoods more resilient to heat and drought. 61 percent of community survey respondents considered discounts on water-saving appliances a top priority. 51 percent of respondents considered rebates for drought-tolerant plants and landscaping a top priority and over 50 percent of respondents selected social media, local TV/radio stations and City hosted educational programs as the top methods for water conservation education.

Key Implementing Actions

Community

- Explore building codes or performance standards requiring new and existing buildings to be water-efficient
- Explore updating the City's water efficient landscaping requirements to further enhance drought-tolerant landscaping
- Partner with CBOs to establish a science-backed, drought-tolerant and/or California native landscaping database online to help residents, developers, and landscapers identify plants, their water needs, and how to properly care for them

- Partner with water utilities to expand water conservation rebates for water-saving appliances, sprinkler systems, and turf replacement
- Partner with water utilities to reduce water loss in distribution systems and upgrade pumping and water treatment systems
- Expand water conservation and rebate education through utilizing social media, TV/radio, and demonstrations for businesses and community members
- Target rebates and direct-install devices to lower-income households

Municipal Ops

- Conduct regular leak detection inspections on City owned and operated buildings and facilities and replace aging pipes to minimize water loss
- Conduct water efficiency study for water intensive municipal activities such as irrigation for parks to determine feasibility of introducing water efficient solutions and drought tolerant landscapes
- Implement equipment replacement policy that requires appliances and equipment to meet high-water-efficient standards

Measure W2: Increase Use of Recycled Water and Greywater Systems

GHG Reductions

Not quantified

Cost Considerations

Infrastructure for greywater systems and bioswales

Staff time for education and feasibility study

Measure Description

Recycled water and greywater systems allow water used in sinks, showers, and washing machines to be safely reused for irrigation and other non-potable purposes. This measure promotes the use of these systems in homes, businesses, and public facilities to reduce demand on drinking water supplies. While direct GHG reductions from this measure may be limited, it supports long-term water conservation and reduces the energy needed to treat and deliver fresh water to the city. Encouraging water reuse also helps Maywood prepare for future droughts and builds resilience in the face of climate change.

Key Implementing Actions

Community

- Partner with water utilities to expand conservation rebates for greywater systems and rainwater harvesting for residential and commercial properties
- Develop greywater system education campaign utilizing social media and demonstrations for businesses and community members
- Examine existing ordinances that could be updated to remove barriers or support the installation of bioswales at residential and commercial properties

Municipal Ops

- Conduct cost and feasibility studies for greywater systems and rainwater harvesting for City-owned facilities
- Evaluate feasibility of installing bioswales along streets or at City owned properties that safely capture stormwater while removing debris and pollution

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CHAPTER 5

Maywood's Vulnerability to Climate Change

Climate change is a defining challenge for the City of Maywood, with growing implications for public health, infrastructure, ecosystems, and the local economy. This chapter draws from multiple, complementary assessments that document the City's exposure, sensitivity, and adaptive capacity to climate-related hazards. Phase 1 of the City's Climate Action, Adaptation, and Resilience Plan (CAARP) included a baseline community climate vulnerability assessment (included as Appendix E), establishing a foundation for adaptation strategy development and emphasizing the need for completing the City's Local Hazard Mitigation Plan and assessing critical infrastructure vulnerability. This chapter integrates findings from baseline vulnerability assessment as well as the 2023 Safety Element, which identifies goals and actions such as completing an Urban Forestry Plan, retrofitting existing buildings, and developing a neighborhood resilience hub or cooling center, and from the 2025 Hazard Mitigation Plan, which evaluates hazard probabilities, community risk levels, and vulnerabilities to heat, drought, flooding, and air quality hazards.

Climate Hazards in Maywood

Maywood faces increasing climate risks due to rising temperatures, worsening air quality, and extreme weather events, all of which disproportionately impact vulnerable populations in the city. The Phase 1 CAARP Assessment provided a detailed analysis of these hazards, their expected trends, and their potential impacts on Maywood's residents, infrastructure, and economy.

Assessing Climate Change Hazards Risk

To inform adaptation strategy development and prioritization, qualitative risk ratings are used to evaluate how climate hazards affect Maywood's infrastructure, public services, and vulnerable populations. **Table 5-1** offers a clear and systematic method for identifying the risks that require the greatest attention and action.

Risks are evaluated based on the following criteria:

1. **Probability and Exposure** describe the likelihood of the hazard occurring based on historical trends and climate projections, as well as the degree to which an asset or population is physically exposed to a climate hazard.
2. **Consequence and Sensitivity** refer to the severity of the impact on public health, infrastructure, economy, and community well-being.
3. **Criticality** considers the importance of the asset to community functioning and resilience.
4. **Adaptive Capacity** refers to the existing policies, programs, and infrastructure that are in place to reduce climate vulnerabilities and enhance resilience.

How the Climate Is Expected to Change

Decades of scientific research show that GHG emissions from human activities are the primary driver of global warming. Projections from the Fifth National Climate Assessment and California's Fourth Climate Change Assessment provide the basis for understanding how future climate conditions, such as higher temperatures, more frequent extreme heat days, and worsened air quality, are expected to affect Maywood and the surrounding region.

California's Fourth Climate Change Assessment models future climate impacts under two GHG emissions scenarios: Representative Concentration Pathway (RCP) 4.5 and RCP 8.5. These pathways represent different GHG emissions scenarios and provide estimates for how much additional energy will be trapped in the Earth's atmosphere by the year 2100. RCP 4.5 represents a stabilization scenario in which global emissions peak in mid-century and then decline through the end of the century, resulting in moderate warming. RCP 8.5 assumes continued high emissions with limited mitigation, leading to more severe and widespread climate impacts. The level of atmospheric warming will determine the future severity of extreme heat events, droughts, storms, and wildfires, which all directly or indirectly impact the City of Maywood.

TABLE 5-1 Risk Characterization by Hazard

Hazard	Overall	Probability and Exposure	Consequence and Sensitivity	Criticality	Adaptive Capacity
Extreme Heat	High	High	High	High	Medium
Air Pollution	High	High	High	High	Medium
Extreme Storms and Stormwater Flooding	Medium	Low-Medium	Medium-High	Medium-High	Low-Medium
Drought	Medium-High	High	Medium	Medium-High	Medium-High
Vector-Borne Diseases	Medium	Medium	Medium	Medium	Medium-High

Extreme Heat

Overall Risk Rating: High

Maywood experiences higher urban heat island (UHI) effects due to dense development, low tree canopy cover, and a proliferation of heat-absorbing surfaces. By mid-century, extreme heat days (over 95°F) are expected to increase significantly, raising risks for seniors, outdoor workers, and low-income residents without access to cooling. Increased temperatures strain energy infrastructure, water resources, and public health systems, particularly for residents in older, inefficient housing.

Probability and Exposure

Risk Rating: High

Under a high-emissions scenario, California's Fourth Climate Change Assessment (OPR 2018) projects that the number of extreme heat days in Maywood, defined as temperatures above 97.9°F, could increase to ten times the historical average by the end of the century. Days exceeding 90°F are expected to rise from about 20 per year historically to more than 100 days annually by 2100 (Geospatial Innovation Facility 2024).

Frequent and more-intense heat waves increase stress on:

- **Public Health:** Hospitals
- **Urban Forests, Parks, and Ecosystems:** Tree loss, heat stress on vegetation
- **Transportation Infrastructure:** Increased pavement temperatures.

Consequence and Sensitivity

Risk Rating: High

Extended heat waves are expected to elevate heat-related illnesses and mortality, increase electricity demand and the risk of power outages, add stress to water supplies through higher demand and evaporation losses, and accelerate deterioration of pavements and other materials. Tree die-off and loss of urban green space can further intensify local heat exposure. Heat also accelerates local pollutant generation (CNRA 2018).

Maywood's urban form intensifies exposure: roughly 70 percent of the City has impervious cover across all census tracts while an estimated 5 percent of the city has tree cover, which is much lower than Countywide tree canopy coverage of 18 percent (LA County 2021; City of Maywood 2023).

Approximately 73 percent of land area is impervious, contributing to urban heat island effects (see **Figure 5-1**). Populations most sensitive to heat include linguistically isolated residents (25 percent of Maywood residents), lower-income households (21 percent), people without health insurance (16 percent), seniors (9 percent), children (8 percent), and residents with disabilities (6 percent). Overcrowding and older, inefficient housing stock can increase indoor heat risk (City of Maywood 2023). Disadvantaged communities in Los Angeles County face higher heat vulnerability due to limited access to green space, older HVAC systems, and fewer adaptive resources (CNRA 2018).

SOURCE: Climate Central 2024

FIGURE 5-1 Urban Heat Island Effect

Severe impacts are anticipated on:

- **Public Health:** Seniors, low-income households, outdoor workers, renters, children under 5, people with pre-existing conditions
- **Urban Forests, Parks, and Ecosystems:** Loss of shade, cooling benefits
- **Transportation Infrastructure:** Heat-related rail damage, road degradation

Criticality

Risk Rating: High

Essential assets affected include:

- **Public Health:** Essential for care and emergency response
- **Urban Forests, Parks, and Ecosystems:** Urban cooling and air quality benefits
- **Transportation Infrastructure:** Transit and active transportation routes critical for mobility

Adaptive Capacity

Risk Rating: Medium

Existing assets include two large parks, Maywood Park and Riverfront Park, and universal park access within a 10-minute walk, which can provide cooling relief (CAARP Phase 1, Appendix E). The City is collaborating with Amigos de Los Rios to plant additional trees and has pursued broader urban forestry initiatives through the Urban Forest Management and Tree Planting Program (CAARP Phase 1, Appendix E; City of Maywood 2023). Maywood is also working with the Gateway Cities Council of Governments (GCCOG) and SoCalREN on an Energy Resilience Action Plan and resilience hub opportunities, which can support cooling and backup power during heat events. Plans for a cooling center in Maywood are underway.

Existing initiatives to mitigate impacts include:

- Tree plantings to help reduce the urban heat island effect (900+ trees with Amigos de los Rios, 50+ trees through Maywood Beautification project).
- General Plan requires tree plantings in parking lots and commercial developments.
- Urban Forestry Plan to expand shade coverage.
- Cooling centers with GCCOG coordination.

Los Angeles County experiences high levels of air pollution; Maywood ranks in the 94th percentile for pollution burden statewide due to traffic emissions, industrial activity, and nearby freeways. Increased wildfire smoke from regional fires contribute to poor air quality and respiratory illnesses, disproportionately affecting children, seniors, and individuals with asthma. Air pollution exposure worsens heat-related illnesses, increases cardiovascular risks, and exacerbates long-term health disparities.

Probability and Exposure

Risk Rating: High

Air quality challenges are expected to worsen due to increasing heat and more frequent regional wildfire smoke intrusions. The Safety Element notes that extreme heat contributes to pollutant build-up and that wildfire smoke from neighboring areas can degrade local air quality in Maywood (City of Maywood 2023). The Draft HMP documents a January 2025 local health emergency driven by multiple fires and windstorms that resulted in high concentrations of PM2.5 illustrating episodic spikes that climate-amplified events can produce (City of Maywood 2025).

The Los Angeles Regional Report in California's Fourth Climate Change Assessment (CNRA 2018) concludes that climate change is likely to exacerbate existing air quality issues across Los Angeles communities. It reveals that smoke intrusion from nearby wildfires tends to persist longer in Los Angeles basin valleys due to atmospheric inversions, trapping fine particles. The report also notes that pollutant burdens tend to concentrate in low-income, high-traffic corridors and that health burdens (e.g., asthma emergency visits) are statistically elevated in these zones. Maywood's location near major freight routes and in a dense urban basin will exacerbate smoke/PM persistence during wildfire events, prolonging exposure for residents.

Climate-exacerbated air pollution has impacts on:

- **Public Health:** High exposure to diesel particulate matter
- **Private Property:** Proximity to industrial pollution zones
- **Transportation Assets:** users of transit and active transportation modes

Consequence and Sensitivity

Risk Rating: High

Poor air quality elevates risks to respiratory and cardiovascular health, contributes to adverse birth outcomes, and can impair cognitive function during high-smoke days (CAARP Phase 1, Appendix E). Smoke advisories and unhealthy air days constrain outdoor activity and may require filtered indoor environments for schools, childcare centers, and sensitive populations (CAARP Phase 1, Appendix E).

Maywood bears a disproportionate baseline pollution burden. CalEnviroScreen indicators for Maywood show diesel particulate matter in the 90th percentile and PM2.5 in the 85th percentile statewide; ground-level ozone is around the 50th percentile (CAARP Phase 1, Appendix E). Proximity to the I-710 freight corridor and adjacent industrial activity in the City of Vernon reinforces exposure to mobile and stationary emissions (CAARP Phase 1, Appendix E). Children, seniors, and residents with asthma or other respiratory illness are especially sensitive (CAARP Phase 1, Appendix E).

Increased health risks:

- **Public Health:** Respiratory issues (e.g., asthma), cardiovascular stress
- **Private Property:** Disproportionate impact on low-income and vulnerable communities

Criticality

Risk Rating: High

Worsening air quality affects essential assets:

- **Public Health:** Hospitals, clinics, and schools affected
- **Private Property:** Housing near pollution sources faces disproportionate risk
- **Transportation Assets:** users of transit and active transportation modes

Adaptive Capacity

Risk Rating: Medium

Adaptive capacity measures highlighted in City documents include expanding access to air filtration for households and community facilities; retrofitting schools, libraries, and community centers to improve indoor air quality; participation in community air monitoring (e.g., AB 617); and continued mobile-source pollution reduction through fleet electrification and VMT reduction. Other existing strategies to mitigate impacts include:

- Electrification of municipal fleet & low-emission transit expansion.
- Enhanced air filtration in schools and public buildings.
- Community-based air monitoring programs

Extreme Storms and Stormwater Flooding

Overall Risk Rating: Medium

Aging stormwater infrastructure can have limited capacity to handle increasingly extreme rainfall events, leading to localized flooding in low-lying areas. Increased storm intensity due to climate change may worsen flood risks, impacting homes, businesses, and transportation corridors. Renters and lower-income households may be at higher risk of property damage due to inadequate flood protection measures.

Probability and Exposure

Risk Rating: Low-Medium

More frequent and severe multi-day storms are expected in Southern California, with heavier rainfall during individual events even as overall wet-season patterns shift (CNRA 2018; City of Maywood 2023). A portion of the City is protected by a FEMA-accredited levee (see page 86 in HMP) and mapping of the 100-year or 500-year floodplains has not been completed for portions of Maywood upriver from the levee-protected area. The Draft HMP notes that the city's extensive impervious cover makes it broadly susceptible to urban stormwater flooding and that portions of the region may experience a 20 to 30 percent increase in wet days by the end of the century (City of Maywood 2025). The Los Angeles Regional Report includes modeling showing that short-duration intense storms may increase by 10 to 20 percent by mid-century across the L.A. County area. Additionally, preliminary research using a 100-year storm model indicates potential flooding along Randolph Avenue.[10]

Increased flood risk impacts:

- **Emergency Services and Critical Operations:** Flooded emergency routes prevent effective response
- **Stormwater and Water Supply Infrastructure:** Overburdened drainage systems
- **Wastewater and Sewer Infrastructure:** Risk of overflow/contamination

[10] 2025-09–LARC Network Meeting Notes – Slide 17

Consequence and Sensitivity

Risk Rating: Medium-High

The Los Angeles Regional Report in California's Fourth Climate Change Assessment (CNRA 2018) identifies stormwater runoff overload and aging infrastructure as key limiting factors for flood resilience across southern L.A. communities, especially in dense urban settings with constrained drainage. Maywood's flat topography, dense development, and limited infiltration capacity increase stormwater accumulation risk citywide (City of Maywood 2025). Renters and lower-income households face disproportionate burdens from property damage. Localized flooding can inundate roadways, low-lying neighborhoods, and critical access routes, disrupting emergency response and isolating residents. Standing water creates hazardous driving conditions and can lead to indoor mold where buildings are compromised.

Direct impacts on:

- **Emergency Services:** Delayed emergency response due to impacts to roads
- **Stormwater and Water Supply Infrastructure:** Risk of property damage
- **Wastewater and Sewer Infrastructure:** Risk of overflow and contamination
- **Transportation Infrastructure:** Localized stormwater flooding can block vital corridors and evacuation routes

Criticality

Risk Rating: Medium-High

Slauson Avenue and Atlantic Boulevard serve as Maywood's main evacuation and emergency response routes (City of Maywood 2023). These corridors are vital for police and fire access, and any long-term traffic disruption could hinder emergency response. Critical infrastructure at risk also includes:

- **Emergency Services:** Police and fire departments require open access
- **Stormwater Management:** Crucial flood prevention systems
- **Wastewater Treatment:** Essential for public sanitation

Adaptive Capacity

Risk Rating: Low-Medium

Flood risk in Maywood is not well understood because FEMA floodplain maps have not been developed for the city. The absence of these maps does not mean that flood risk is low or nonexistent. City and partner initiatives described in recent planning documents include approximately $1.2 million in sewer and stormwater upgrades, green infrastructure improvements through the Maywood Beautification Project, and General Plan policies that address flood protection.

Maywood relies on imported water and groundwater, which can become more stressed through long-term drought conditions. Higher temperatures increase evaporation rates and water demand, straining household affordability and regional supply. Drought-related stress also affects urban forests, parks, and green infrastructure, reducing resilience to extreme heat.

Probability and Exposure

Risk Rating: High

Projections for Maywood indicate longer dry spells and more variable precipitation. Dry spells could extend up to approximately 209 days/year by 2100, with fewer storms but greater intensity when they do occur; annual average rainfall could rise from roughly 19 inches to about 22 inches by 2100 (CAARP Phase 1, Appendix E). The Safety Element reports longer and more severe droughts by mid-century. The CEC summary discusses multi-year drought persistence in Southern California, amplifying the risk of prolonged dry periods that go beyond single-season droughts. It also emphasizes groundwater depletion and overdraft risk across L.A. basin areas under climate pressure, combining reduced recharge and increased demand. Supply systems to Maywood might be strained not just by seasonal drought but by drought sequences lasting multiple years.

Increasing water scarcity affects:

- **Stormwater and Water Supply Infrastructure:** Diminished reliability of groundwater and imported water supplies
- **Urban Forests, Parks, and Ecosystems:** Vegetation stress, loss of green space
- **Private Property:** Rising water costs and landscaping restrictions

Consequence and Sensitivity

Risk Rating: Medium

Drought increases water and food costs, stresses urban trees and landscaping, degrades habitat, and elevates wildfire risk. For a city that relies on County fire and police services, severe regional wildfire activity can strain emergency response capacity. Prolonged drought can also exacerbate air quality, particularly during wildfire smoke events.

Maywood primarily depends on groundwater for drinking water, with limited diversification of supply; drought and reduced recharge negatively affect groundwater availability and quality. Physical assets sensitive to drought include parks and the urban forest, water-supply infrastructure, and groundwater wells used for irrigation and monitoring.

Water stress affects:

- **Water Infrastructure:** Increased demand for water efficiency measures
- **Parks and Ecosystems:** Reduced biodiversity, increased heat exposure
- **Housing and Businesses:** Increased cost burden for residents and businesses

Criticality

Risk Rating: Medium-High

Essential for city function:

- **Water Supply Infrastructure:** Drinking water is a fundamental need
- **Parks and Urban Forests:** Key for cooling and public wellbeing
- **Private Property:** Water security directly impacts quality of life

Adaptive Capacity

Risk Rating: Medium-High

Existing capacity elements include water-use restrictions by local water companies and a 2021 grant of roughly $2.7 million for a new groundwater filtration system serving portions of the City, improving drinking-water quality and reliability. Education and conservation programming (e.g., Eco Gardener workshops), continued drought restrictions, and infrastructure upgrades are also documented. Recommended strategies in the City's communication materials include drought-tolerant landscaping, native planting, and expanded community education on water stewardship.

Warmer temperatures and changing precipitation patterns create favorable conditions for mosquito-borne diseases like West Nile virus. Increased standing water from extreme rainfall and flooding heightens mosquito breeding risks, particularly in areas with poor drainage.

Probability and Exposure

Risk Rating: Medium

Warmer temperatures, extreme precipitation, flooding, and drought-related stagnation create favorable conditions for mosquitoes. Invasive Aedes species are now established across much of Los Angeles County and, alongside native Culex mosquitoes, can transmit West Nile virus and other illnesses. While the precise extent of climate-driven change locally is uncertain, risk conditions are expected to increase (LA County 2021)

Mosquito-borne disease risk can rise during warm seasons and after heavy rains where standing water persists. County data indicate that West Nile virus is the most common mosquito-borne disease in the region; positive West Nile samples were detected in Maywood in 2022, and countywide incidence remains a recurring concern (City of Maywood 2025). The Los Angeles Regional Report mentions that mosquito risk windows, which is the number of months suitable for vector activity, may lengthen by 1–2 months in Los Angeles under warming (CNRA 2018).

Conditions that Increase mosquito breeding affect:

- **Public Health:** Higher risk of West Nile Virus and Dengue Fever outbreaks
- **Stormwater and Wastewater Infrastructure:** Standing water provides breeding grounds
- **Parks and Ecosystems:** Increased mosquito presence in green spaces

Consequence and Sensitivity

Risk Rating: Medium

Older adults, people with pre-existing health conditions, and residents without health insurance face elevated risk of severe outcomes from vector-borne disease. Dense housing and limited access to care can amplify exposure and delay treatment. Stagnant water along the Los Angeles River or

within under-drained public spaces increases local breeding habitat (CAARP Phase 1, Appendix E; City of Maywood 2023).

Public health risks include:

- **Public Health:** Increased demand for disease treatment and prevention
- **Stormwater Systems:** Poor drainage increases breeding conditions
- **Parks and Recreation Areas:** Potential for reduced outdoor recreation and usability

Criticality

Risk Rating: Medium

The CEC report flags stormwater catch basins and illicit dumping, prevalent in dense urban areas, as persistent breeding sites, especially when drainage is poor. Catch basin maintenance is critical in tight urban grids like Maywood's to suppress breeding in low-flow structures.

Public health concerns include:

- **Facilities:** Hospitals and clinics need vector control support
- **Stormwater Management:** Mosquito prevention depends on proper drainage

Adaptive Capacity

Risk Rating: Medium-High

Maywood participates in the Greater Los Angeles County Vector Control District's Mosquito Watch program, which provides resident education and neighborhood-scale prevention resources. City documents recommend public education, interagency monitoring and response with LA County Public Health and GLACVCD, and targeted abatement of standing water as core measures.

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CHAPTER 6

Adaptation and Resilience Strategies

The adaptation and resilience measures in this chapter were developed by integrating community priorities with technical analysis. Engagement with residents, youth, and local organizations identified the most pressing climate concerns and contributed ideas about solutions addressing heat, air quality, flooding, and access to safe transportation. These insights were paired with data on local hazards and assets, and consideration regarding feasibility, equity, and the need to address multiple hazards. The result is a set of measures that reflect how Maywood's community understands and experiences climate risks, and how the City can respond through practical, coordinated action.

Community Engagement Findings

During community engagement, residents consistently identified extreme heat, air quality, clean transportation, and water issues as priority climate concerns, with youth leaders emphasizing safe and shaded streets and public spaces.

For increasing resilience to extreme heat, the top strategies identified through community engagement included a cooling center with backup power and air conditioning, tree planting and shade structures, backup power for critical facilities, and home cooling efficiency incentives. Youth leaders supported urban greening for shade, air quality, and walkability, and the Advisory Committee highlighted cooling centers and greening as implementation priorities. Advisory Committee members also emphasized the need for filtration in schools and childcare facilities to reduce exposure to poor air quality.

Transportation feedback centered on equitable mobility and safety for people who walk, bike, skate, or rely on transit. The highest-ranked strategies in the community survey were: free or discounted public transit passes; improved transit frequency and hours; increasing shade, trees, signage, and landscaping along walkways; and more protected bike lanes and pedestrian walkways. Youth leaders identified six factors that make walking feel unsafe: extreme heat; uninviting bus stops; dim lighting; walkways too close to traffic; encounters with people with mental health issues; and fear of encounters with ICE agents. Participants and stakeholders recommended focusing active transportation improvements on Atlantic Boulevard, Slauson Avenue, and Randolph Street and improving access to Riverfront Park, schools, and libraries. Community members also identified areas which may have flood risk, such as the intersection of Atlantic Boulevard and Slauson Avenue. Stakeholders recommended bioswales, permeable surfaces, pavement removal where feasible, rain barrels, and an educational toolkit for household water savings.

Across all equity issues raised by residents and the advisory committee, more shade, tree planting, and cooling improvements consistently emerged as top priorities. Second, residents and stakeholders emphasized coupling building upgrades with tenant protections, and clear, trusted communication to prevent displacement and protect against scams as electrification and efficiency programs expand.

Social Equity Issues Identified

Social equity issues surrounding climate adaptation and resilience were raised through community engagement and advisory committee discussions. Implementing actions that address the identified issues are included within the implementation actions for the adaptation measures, where applicable. These issues below do not encompass all feedback received during community engagement; the equity considerations for GHG reduction measures are included in Chapter 4.

Economic Stability and Affordability

Community members emphasized the challenge of meeting basic costs such as rent, electricity, and water. Many respondents reported annual household incomes below 60,000 dollars, with a large portion below 25,000 dollars. Financial assistance for utilities, rebates for efficiency upgrades, and programs that help reduce water and energy bills were top priorities. Participants also expressed concern that building retrofits and electrification could raise rents or lead to displacement, highlighting the need for tenant protections and ongoing rent stabilization.

Health, Air Quality, and Environmental Justice

Air pollution and exposure to industrial activities remain major concerns. Residents called for stronger air quality protection, including public filtration stations and free in-home air filters. Stakeholders recommended stricter truck route enforcement, anti-idling policies near schools, and the gradual removal of incompatible industrial uses. These issues intersect with public health and environmental justice, as pollution disproportionately affects homes and schools near traffic corridors and industrial zones. Community members voiced concerns about pests, flooding, and the safety of children in schools and parks. Protecting schools and childcare centers from poor air quality was also identified as a top priority.

Heat, Greening, and Access to Cooling

Extreme heat is a leading environmental stressor in Maywood. Residents and youth prioritized more tree canopy, shaded walkways, and cooling centers with backup power. Stakeholders also discussed greening schoolyards and increasing access to shaded public areas. These ideas reflect both climate resilience and equity goals, ensuring that low-income and renter households without home air conditioning have safe, cool places to go during heat events.

Transportation Access and Safety

Participants described a need for more reliable, comfortable, and safe transportation options. Desired improvements included better bus frequency and routes, shaded and well-lit stops, and safer streets for walking and biking. Youth participants reported feeling unsafe due to fast traffic, poor lighting,

mental health concerns, and fear of ICE activity. These barriers limit mobility, particularly for youth and residents without cars, and reduce access to schools, parks, and community spaces.

Youth Inclusion and Leadership

Youth engagement revealed deep connections between climate issues, mental health, and neighborhood wellbeing. Young residents prioritized urban greening, active transportation, and education as tools to make their city safer and more livable. Including youth in planning and leadership roles was seen as a key pathway for building long-term community resilience and shared ownership of climate solutions.

Adaptation Measure Development

Adaptation and resilience measures were developed through an integrated process that combined community input, technical analysis, and alignment with existing local hazard mitigation and safety planning efforts. Measures were screened and prioritized using the following criteria:

1. **Community engagement findings.** Strategies were grounded in the priorities and lived experiences of Maywood residents, as identified through two phases of community engagement led by the City and the Institute for Local Government (ILG). Surveys, youth focus groups, advisory committee meetings, and stakeholder interviews helped identify key local concerns such as extreme heat, air quality, clean transportation, and water reliability. These findings guided the design and emphasis of each adaptation measure to reflect community-identified needs and values.
2. **Alignment with the city's hazard mitigation plan.** Measures were cross-referenced with actions in the city's Hazard Mitigation Plan (HMP) to ensure consistency and to leverage existing commitments and funding pathways. Strategies indicated as High or Medium priority in the HMP were considered foundational to the CAARP's adaptation framework, particularly for hazards such as flooding, extreme heat, and seismic events.
3. **Multi-hazard resilience benefits.** Preference was given to actions that improve resilience across multiple hazard types. For example, measures that address both heat and air quality (such as urban tree planting or green infrastructure) were prioritized because they provide overlapping public health and environmental benefits.
4. **Focus on high-risk hazards.** Results from the qualitative risk matrix were used to identify which climate hazards pose the greatest combined threat in terms of likelihood, exposure, and consequence. Measures that directly reduce vulnerability to these highest-rated hazards—such as extreme heat, flooding, and drought—were given greater emphasis.
5. **Equity and feasibility considerations.** Informed by community engagement, the prioritization process also accounted for social equity—ensuring that measures address the needs of renters, low-income households, youth, and linguistically isolated residents. Feasibility, including cost, ease of implementation, and potential for partnerships, was also evaluated to ensure measures are both impactful and achievable within Maywood's resources and institutional capacity.
6. **Avoid duplication.** Adaptation options were reviewed to ensure that they add value and do not duplicate measures already addressed elsewhere in the plan. For example, many of the actions in the Water Conservation and Reuse measures in Chapter 4 help to address drought. Where needed, the Adaptation and Resilience measures include additional actions that address drought (e.g., Measures A3 and A4).

STRATEGY

Adaptation and Resilience (A)

Strategy Description

This chapter outlines measures for increasing resilience to the climate change vulnerabilities described in Chapter 5, and in more detail in the Phase 1 Climate Change Vulnerability Assessment (Appendix E). The measures identified here build on and support existing efforts such as the Safety Element and Hazard Mitigation Plan (HMP). Each adaptation and resilience measure in this chapter outlines how Maywood can respond to climate hazards through targeted investments, programs, and partnerships.

Measures

- A1: Expand Access to Public Transit
- A2: Strengthen Communications and Community Preparedness for Hazards
- A3: Expand Tree Canopy and Structural Shade
- A4: Increase Natural Stormwater Management and Green Infrastructure
- A5: Upgrade Buildings for Climate Readiness

Community Co-Benefits

Public Health	Improved Air Quality	Local Economic Development	Resource Conservation	Cost Savings for Residents

Measure A1: Improve Access to Resilience Hubs

Hazards Addressed

All: most important for extreme heat, then air quality

Cost Considerations

High capital costs for facility upgrades, backup power, and air filtration

Lower operating costs for extended hours, staffing, and partner programming

Performance Objectives

Percentage of Center visits by seniors, and other target vulnerable populations

Increase in number of household hazard preparedness trainings held

Measure Description

Extreme heat, poor air quality, and power outages increasingly threaten public health and community stability in Maywood. This measure supports creating a year-round Community Resilience Hub with cooling, clean-air filtration, backup power, and flexible space for preparedness training and emergency coordination. The Maywood Teen Center, YMCA, and County Library are identified as top candidate sites in the City's HMP, with design funding secured and construction expected in 2026. The hub will provide respite during hazard events, serve as a community gathering space, and support emergency response.

Community engagement survey respondents identified a cooling center with backup power as a top priority for increasing resilience to extreme heat events. The hub complements nearby County-operated cooling centers located at Huntington Park Library, Franklin D. Roosevelt Park, Margaret Travis Senior Center, Robert Louis Stevenson Branch Library, and Salazar Park.

Alignment with City Plans

- **HMP Mitigation Action 1:** Establish community resilience hub
- **Safety Element Actions:** Explore creating a cooling center; Identify existing resources and networks that support cooling; Prioritize capital improvements and expansion projects at facilities that support emergency response

Key Implementing Actions

- Finalize site selection and complete the build out of a resilience hub at the Teen Center, the YMCA, or the County Library, consistent with HMP scoping. Equip facility with air conditioning, clean-air filtration, backup power, extended hours, and multilingual staff and information

- Partner with trusted CBOs to program the center year-round with household hazard preparedness trainings
- Improve access to and use of nearby County-run cooling centers through multilingual and culturally relevant outreach, extended hours, and clear guidance on when to go, how to get there, and what services are available
- Assess the accessibility and transportation connectivity of County-operated cooling centers, as well as their effectiveness in meeting the needs of Maywood residents during extreme heat events
- Explore a transport-assisted pickup system to serve residents with limited mobility or without personal vehicles during emergencies and extreme heat events
- Identify additional community spaces or businesses that can provide temporary cooling and clean air during heat and smoke events

Measure A2: Strengthen Communications and Community Preparedness for Hazards

Hazards Addressed

All

Cost Considerations

One-time system set up and recurring costs for alert platforms and message testing

Low to moderate costs for outreach, information and equipment dissemination, drills, and partner training

Performance Objectives

Increase in Maywood residents enrolled in alert system, including by Spanish-speaking households

Increase in Maywood residents who have received hazard preparedness training, including Spanish speaking households

Increase in Maywood residents who report knowing how to stay safe during hazard events, including Spanish-speaking households

Measure Description

This measure focuses on improving how Maywood residents receive information and stay connected before, during, and after hazard events. It aims to ensure that emergency alerts, preparedness messaging, and response coordination are consistent, multilingual, and accessible to all residents. By enhancing early warning systems and communication networks, the City will help residents stay safer during extreme heat, smoke, storm, and power outage events.

Community feedback highlighted the importance of trusted messengers, culturally sensitive outreach, and reliable communication channels, particularly for renters, lower-income households, and residents with limited mobility or internet access. Strengthening partnerships with regional agencies, schools, and community-based organizations will improve coordination and ensure that all residents have timely access to accurate hazard information and essential services.

Alignment with City Plans

- **HMP Action 3:** Implement emergency notification through GoGov app
- **HMP Action 5:** Strengthen the City's emergency response capabilities through partnerships
- **HMP Action 14:** Increase public awareness of severe weather mitigation activities
- **Safety Element Actions:** Standardize communication channels for informing residents of hazards; Coordinate with transportation agencies on emergency response and evacuation planning

Key Implementing Actions

- Publicize shelter-in-place guidance, air quality warnings, heat advisories, and other hazard safety guidance during, or ideally before, severe weather events
- Expand enrollment in the City's multilingual alert system and standardize text, app, web, print, and hotline channels
- Conduct annual drills and joint campaigns with schools, CBOs, and partner agencies
- Distribute hazard preparedness information, and preparedness equipment, such as high-filtration masks, at community events
- Provide access to home air filters during, or ideally before, smoke events
- Increase participation in community air monitoring where available
- Expand City partnerships with the state, county, and neighboring jurisdictions to support and strengthen emergency response
- Promote community-level programs to educate residents about the risk, prevention, and treatment of vector-borne diseases and stagnant water abatement practices
- Collaborate with regional organizations, such as LA County Public Health and Greater LA County Vector Control District, for monitoring vectors and health impacts in the community, in preparation for potential disease breakouts (and during disease breakouts)

Measure A3: Expand Tree Canopy and Structural Shade

Hazards Addressed

Heat, Storms

Cost Considerations

Capital installation for planting and structural shade substantial

Ongoing maintenance for watering and pruning

Performance Objectives

Percent increase in tree canopy and shade coverage citywide

Increase in linear feet of shade along active transportation corridors

Increase in bus stops with sufficient shade

Measure Description

During community engagement, planting trees and expanding shade were the most frequently mentioned ideas for increasing resilience to extreme heat, reflecting strong public support for cooler, greener streets. This measure reduces heat exposure and improves walkability by increasing tree canopy and installing structural shade in priority public spaces, sidewalks, and travel corridors.

Maywood faces rising temperatures and more frequent extreme heat days, intensified by high impervious surface coverage and limited tree canopy—approximately 95 percent of the city lacks tree cover. These conditions elevate heat-related health risks, particularly for vulnerable residents. Expanding shade will help mitigate urban heat, improve comfort, and provide complementary benefits such as shelter from rain.

Alignment with City Plans

- **HMP Action 6**: Continue and expand urban forest management and tree planting projects
- **HMP Action 7**: Promote drought-tolerant landscaping
- **Safety Element Actions**: Complete the Urban Forestry Plan; Increase tree canopy in public spaces; Prioritize planting native trees

Key Implementing Actions

- Complete the Urban Forestry Plan and continue citywide tree canopy expansion with native, drought-tolerant species
- Prioritize planting native, drought-tolerant shade trees along high-pedestrian corridors, transit stops, and walkable and bikeable streets

- Install shade structures, such as canopies or shelters, at bus stops, parks, schoolyards, and community gathering spaces where the tree canopy will take time to mature and immediate protection from heat is needed
- Engage with the community and use shade coverage mapping to identify additional priority sites to target shade investments
- Coordinate tree canopy expansion with pavement-rehabilitation and street-resurfacing projects so that shade integration is included in capital works and maintenance cycles
- Partner with regional agencies and nonprofits to expand community education, volunteer tree-planting programs, and free yard tree distributions, with outreach focused on youth, renters, and multilingual households
- Increase access to free yard trees for residents in areas where narrow rights-of-way limit opportunities for public tree planting
- Establish monitoring and maintenance protocols to ensure tree survival and shade canopy efficacy over time, including periodic pruning, irrigation efficiency checks, and replacement of failed plantings
- Engage the community to identify additional strategies to reduce heat, such as using reflective roofing and paving materials

Measure A4: Increase Natural Stormwater Management and Green Infrastructure

Hazards Addressed

Storms, Heat, Vector-Borne Diseases

Cost Considerations

Capital costs for curb extensions, permeable paving, and bioswales

Ongoing maintenance budgets for vegetation and sediment removal

Performance Objectives

Increase green infrastructure sites and total treated area

Reduction in ponding complaints and average drain clear times

Measure Description

This measure reduces local flood risk, cools neighborhoods, and restores ecosystem functions by integrating green infrastructure into streets, parks, and public spaces. Greening helps absorb rainfall, filter runoff, and reduce heat, creating multiple benefits for community health and resilience. As intense rainfall events become more frequent, Maywood's aging drainage systems face greater risks, demonstrating the need for nature-based approaches that slow, store, and treat stormwater.

There is a need to map the floodplain and better understand potential flooding in Maywood. During public engagement, Slauson Avenue, Atlantic Boulevard, and Pine Avenue were identified as locations with flood risk. Community participants recommended installing bioswales, permeable pavement, rain barrels, and removing unnecessary hardscape to increase infiltration and reduce runoff.

Alignment with City Plans

- **HMP Action 18:** Maintenance and debris removal for stormwater drainage systems
- **Safety Element Action:** Use green infrastructure and low-impact development to mitigate heat and flooding

Key Implementing Actions

- Standardize maintenance programs to remove debris and inspect drains and catch basins before and after each storm season
- Monitor areas with recurring flooding or drainage issues and identify opportunities to evaluate flood risk and develop floodplain maps

- Evaluate how flooding affects transportation routes and access, and the resulting impacts on community mobility
- Prioritize green infrastructure investments in areas most vulnerable to flooding or with outdated infrastructure, particularly around transit stops and active transportation routes
- Engage with historically underserved groups to understand local concerns and develop appropriate infrastructure upgrades
- Integrate vector-control design standards, such as drain screens and no-ponding details, in stormwater and landscape projects

Measure A5: Upgrade Buildings for Climate Readiness

Hazards Addressed

All

Cost Considerations

Capital costs for HVAC, envelope, and roof measures

Operating costs for maintenance and filter replacements

Potential co-funding through utility programs

Performance Objectives

Increase upgraded critical facilities within the city

Increase upgraded facilities serving seniors and other vulnerable populations

Decrease in hazard-driven illness indoors

Measure Description

Aging buildings and utility systems in Maywood heighten the risks of overheating, poor indoor air quality, and service disruptions during power outages. Industrial proximity compounds these vulnerabilities by exposing residents to additional health and safety hazards during extreme heat and pollution events. Improving building safety and reliability requires a combination of code compliance, energy-efficient retrofits, weatherization, and installation of backup power at essential facilities. Upgrading building systems to be more energy-efficient and climate-resilient reduces both emissions and energy costs while protecting vulnerable households from heat and outage impacts. Community members voiced strong support for expanded access to heat pump and air conditioning upgrades, home weatherization, and local solar programs, along with tenant protections during retrofit activities.

Alignment with City Plans

- **HMP Action 16:** Provide information to community about climate resilience best practices during new construction and renovations
- **Safety Element Actions:** Encourage climate-resilient development; Prioritize capital improvements and expansion projects at facilities that support emergency response

Key Implementing Actions

- Promote retrofits in residential, commercial, and public buildings that improve indoor thermal conditions, such as installing cool roofs, high-efficiency HVAC systems, high-filtration air-handling units, and insulation to protect occupants during extreme heat and smoke events

- Coordinate with the local Community Choice Aggregator and utilities to support installation of distributed-energy systems, such as rooftop solar and battery storage, in key facilities to maintain operations during outages and reduce grid-dependency
- Explore the feasibility of reach code strategies, such as the Accelerate Clean Energy to Heat Pump (AC2HP) model
- Prioritize improving air quality and thermal comfort in schools, childcare centers, senior centers, housing for vulnerable populations, and other sensitive-use facilities
- Provide landlords and property managers with financial assistance opportunities for cooling and other building upgrades
- Monitor displacement risk and implement protective measures as necessary, which could include strengthening tenant protections during building renovations, limiting passthrough costs of capital improvements to tenants, and increasing home ownership rates for existing residents

CHAPTER 7

Implementation and Monitoring

Implementing the Climate Action, Adaptation, and Resilience Plan (CAARP) will require coordination across City departments; collaboration with community partners, residents, and other stakeholders; successful pursuit of funding opportunities; and integration of the CAARP's measures with other City planning and administrative processes.

The CAARP is a living document that will evolve as community priorities shift, new legislation emerges, and environmental conditions change. Funding sources, regulations, and City partnerships will also change over time. As actions are completed and progress is made toward the City's goals, the CAARP should be comprehensively updated at least every five years to track GHG reductions and community resilience.

The City is still in the early stages of planning for reducing GHG emissions and adapting to climate change climate impacts. Implementation of the CAARP will likely require funding from grant programs as well as resources from the City's general fund. Adoption of the CAARP strengthens the City's ability to pursue federal and state grant funding. Where City funding is needed, it may require going through the City Council approval process, including financial impact review and integration into the City budget and Capital Improvement Plan (CIP). Through its annual budget process, the City may allocate general fund resources or adjust fees, utility rates, and other revenue sources to support implementation.

Implementation Plan

Schedule and Responsibilities

For the most part, the City will be responsible for initiating the local measures to reduce emissions. However, success for many measures will require public participation. Actions that require active City promotion may require updates to the City website, distribution of promotional materials, and other active City outreach activities. The City will develop programs to reach the public, including public forums, workshops, and meetings; these programs will be administered with the intent to foster an open public input and commenting process. Collaboration and coordination with CBOs, regional agencies, and institutions such as the Clean Power Alliance (CPA) will also be essential to successful CAARP implementation.

Table 7-1 provides a summary of the key implementation components for each local GHG reduction and adaptation measure described in Chapter 4, including implementation timeframe and primary performance objectives (i.e., the monitoring criteria). The time frame indicates the period during which relevant programs should be fully underway (including staffing and funding) to support implementation of the measure and is organized as follows: short (2026–2030), medium (2031–2035), and long (beyond 2035). The 12 measures that are quantified for GHG emissions reductions for 2035 (E1, E2, B1, B2, V1, M1, M2, M3, M4, M5, O1 and R1) should be fully implemented by 2035 to achieve the estimated GHG reductions for the 2035 target year.

Table 7-1 also highlights the City department(s) responsible for spearheading implementation efforts, and the quantifiable performance objectives for each strategy against which successful implementation will be gauged by the year 2035.[11] Actual implementation will depend on a variety of factors, including availability of funding and City staff time, shifting community priorities, and changing environmental conditions. A list of potential funding sources can be found in **Table 7-2**, below.

[11] Note that for measures not quantified for GHG reductions, the performance metrics are generally associated with successful completion of implementing actions identified in Chapter 4.

TABLE 7-1 Implementation Details for CAARP Measures

Strategies and Measures	2035 Annual Emission Reductions ($MTCO_2e$/year)	Implementation Timeframe [a]	Responsible Department(s)	2035 Performance Objective
CLEAN ENERGY (E)				
E1: Procure Zero-Carbon Electricity for Residences and Businesses	1,440	Short (2026–2030)	Building & Planning, Public Works	100% participation of utility customers purchasing 100% zero-carbon electricity.
E2: Increase Local Solar Energy Production	321	Short (2026–2030)	Building & Planning	Install rooftop solar panels on 15% of eligible roofs (community and municipal)
E3: Procure Carbon-free Electricity for Local Government Operations	NQ	Short (2026–2030)	Building & Planning, Public Works	100% green power purchases for City-owned electricity
E4: Increase the Use of Energy Storage and Microgrids	NQ	Short (2026–2030)	Building & Planning, Public Works	Promote energy storage and microgrid projects (see Actions in Chapter 4)
GREEN BUILDINGS AND INFRASTRUCTURE (B)				
B1: Improve Energy Efficiency of Existing Buildings	3,623	Short (2026–2030)	Building & Planning, Public Works	Reduce the energy intensity of existing buildings by 30% (community and municipal)
B2: Retrofit Existing Buildings to Be All-Electric	856	Short (2026–2030)	Building & Planning, Public Works	Decarbonize 10% of existing building energy (community and municipal)
B3: Promote All-Electric New Buildings	NQ	Short (2026–2030)	Building & Planning	Promote all-electric new building projects (see Actions in Chapter 4)
B4: Utilize Cool Roofs and Pavements	NQ	Short (2026–2030)	Building & Planning, Public Works	Promote cool roof and pavement projects (see Actions in Chapter 4)

Strategies and Measures	2035 Annual Emission Reductions ($MTCO_2e$/year)	Implementation Timeframe [a]	Responsible Department(s)	2035 Performance Objective
ZERO-EMISSION VEHICLES (V)[b]				
V1: Provide Supporting Infrastructure for EVs	2,395	Medium (2026–2035)	Building & Planning, Public Works	Install 500 publicly accessible EV chargers in the City including at least 5 at City-owned facilities
V2: Transition Municipal Fleet to EVs	NQ	Medium (2026–2035)	Public Works	Transition 55% of municipal fleet to ZEVs by 2035
V3: Accelerate Freight Decarbonization	NQ	Short (2026–2030)	Building & Planning	Work with businesses and regional partners to decarbonize freight
SMART MOBILITY (M)				
M1: Expand Access to Public Transit	149	Short (2026-2030)	Building & Planning, Public Works	Implement a subsidized transit pass program, expand Maywood Express service hours and frequency (see Chapter 4 for details)
M2: Promote Transit-Oriented Development	469	Medium (2026–2035)	Building & Planning	Increase residential density job density and number of Transit-Oriented Developments; increase number of affordable housing units (see Chapter 4 for details)
M3: Promote Active Transportation	24	Medium (2026–2035)	Building & Planning, Public Works	Install EOT bike facilities and construct 9 miles of Class III bike lanes; construct mobility hub (see Chapter 4 for details)
M4: Support Employer Transportation Demand Management (TDM) Programs	120	Short (2026-2030)	Building & Planning	Implement multiple TDM actions as described in Chapter 4.
M5: Reform Parking Policies	87	Medium (2026–2035)	Building & Planning, Public Works	Unbundle residential parking costs for 300 new multifamily dwelling units and implement market priced parking along Slauson Avenue and Atlantic Avenue near future mixed-use developments
OFF-ROAD EQUIPMENT ELECTRIFICATION (O)				
O1: Support Off-Road Equipment Electrification	122	Short (2026–2030)	Building & Planning	Electrify 20% of off-road equipment used throughout the City

Strategies and Measures	2035 Annual Emission Reductions ($MTCO_2e$/year)	Implementation Timeframe [a]	Responsible Department(s)	2035 Performance Objective
RECYCLING & ORGANIC WASTE DIVERSION (R)				
R1: Divert Organic Waste from the Landfill	1,520	Medium (2026–2035)	Building & Planning, Public Works	12% of organic waste citywide is composted or diverted from the landfill
R2: Expand Edible Food Recovery Networks	NQ	Medium (2026–2035)	Building & Planning, Public Works	Promote edible food recovery projects (see Actions in Chapter 4)
R3: Increase Material Recycling and Reuse	NQ	Medium (2026–2035)	Building & Planning, Public Works	60% of total waste citywide is diverted and recycled
WATER CONSERVATION & REUSE (W)				
W1: Reduce Indoor and Outdoor Water Consumption	NQ		Building & Planning, Public Works	Promote indoor and outdoor water conservation (see Actions in Chapter 4)
W2: Increase Use of Recycled Water and Graywater Systems	NQ		Building & Planning, Public Works	Promote recycled water and greywater systems (see Actions in Chapter 4)
ADAPTATION (A)				
A1: Improve Access to Resilience Hubs	NA	Short (2026–2030)	Administration, Community Services	Percentage of Center visits by seniors, and other target vulnerable populations. Increase in number of household hazard preparedness trainings held.
A2: Strengthen Communications and Community Preparedness for Hazards	NA	Short (2026–2030)	Administration, Public Works, Community Services	Increase in Maywood residents enrolled in alert system, including by Spanish speaking households Increase in Maywood residents who have received hazard preparedness training, including Spanish speaking households Increase in Maywood residents who report knowing how to stay safe during hazard events, including Spanish speaking households

Strategies and Measures	2035 Annual Emission Reductions ($MTCO_2e$/year)	Implementation Timeframe [a]	Responsible Department(s)	2035 Performance Objective
A3: Expand Tree Canopy and Structural Shade	NA	Short (2026–2030)	Building & Planning, Public Works	Increase in number of trees planted. Increase in linear feet of shade along active transportation corridors. Increase in bus stops with sufficient shade. Percent increase in tree canopy and shade coverage citywide.
A4: Increase Natural Stormwater Management and Green Infrastructure	NA	Short (2026–2030)	Public Works	Increase green infrastructure sites and total treated area. Reduction in ponding complaints and average drain clear times
A5: Upgrade Buildings for Climate Readiness	NA	Short (2026–2030)	Building & Planning, Public Works, Community Services	Increase upgraded critical facilities within the city. Increase upgraded facilities serving seniors and other vulnerable populations. Decrease in hazard-driven illness indoors.

NOTES: $MTCO_2e$ = metric tons of carbon dioxide equivalent; NQ = not quantified; NA = not applicable

a. Period during which full implementation should occur.

b. Zero-Emission Vehicles (V) reductions are calculated at the Strategy level.

Prioritizing Equity in Implementation and Monitoring

Actions to Improve Clean Energy Access and Affordability

- **Facilitate equitable enrollment in community renewable programs.** Partner with the CPA to provide transparent, multilingual outreach explaining rate options, bill impacts, and opt-up/opt-down pathways. Establish CPA Ambassadors or trusted messengers from local community-based organizations (CBOs) to conduct door-to-door or small-group education, emphasizing co-benefits such as improved air quality and reduced exposure to fossil fuel pollution. Ensure that vulnerable households are automatically enrolled in the CARE or FERA discount programs upon CPA enrollment.
- **Reduce household energy bills through inclusive financing.** Explore on-bill financing or tariffed on-bill repayment models that allow residents to pay for upgrades through future utility savings without taking on personal debt. Explore City participation with utility rebates and the California Public Utilities Commission's Equitable Building Decarbonization Program to maximize incentives for low-income households and renters.
- **Protect renters and low-income residents during the clean-energy transition.** Incorporate affordability safeguards into all City-supported electrification or renewable-energy programs, ensuring that utility rate structures, fees, or infrastructure upgrades do not disproportionately impact low-income households. Require landlord participation agreements to pass cost savings to tenants when property-level upgrades are publicly subsidized.

Actions to Improve Equitable Access to Clean Energy Jobs

- **Establish local training and apprenticeship partnerships.** Explore collaborations with Los Angeles Trade–Technical College (LATTC), East Los Angeles College, and regional workforce boards to develop training pipelines for clean energy jobs such as solar PV installation, heat pump maintenance, EV charging infrastructure, and energy auditing. Prioritize partnerships that provide paid apprenticeships and bilingual instruction for Maywood residents.
- **Support small business readiness for the clean-energy sector.** Offer technical assistance and small business grants to local contractors, electricians, and HVAC companies to support skill development in clean technologies. Coordinate with SoCalREN's Trade Ally Network to help Maywood-based or serving contractors qualify for energy-efficiency incentive programs.

Actions to Reduce Displacement Risk

- **Increase homeownership for current tenants in Maywood.** Partner with Neighborhood Housing Services of Los Angeles County and similar organizations to expand access to first-time homebuyer education, down payment assistance, and low-interest loan programs for Maywood residents. Promote participation in LA County's Home Ownership Program (HOP) and CalHFA

MyHome Assistance Program, prioritizing long-term renters and low-income households at risk of displacement. The City can also explore community land trusts and shared-equity ownership models to preserve affordability and local ownership.

- **Strengthen tenant protections.** Adopt local ordinances or incentives that require landlords receiving City-supported retrofit or electrification funding to maintain affordability, limit rent increases, and prohibit "renovictions." Encourage the use of Right-to-Return agreements for tenants temporarily displaced during construction and expand participation in LA County's Stay Housed LA program, which provides legal assistance and eviction defense for vulnerable renters. Establish a City-level rental registry to monitor potential displacement tied to energy or climate retrofit programs.

  Assess potential to adopt an ordinance that protects low-income and affordable housing tenants from energy efficiency pass-through costs, requiring landlords and property owners to provide justification for rent increases

- **Increase financial resources and accessible information for tenants.** Develop a multilingual (English/Spanish) outreach program that explains available efficiency incentives, tenant rights, and local housing resources. Coordinate with utilities, community-based organizations, and regional programs such as SoCalREN's Multifamily Program to provide no-cost retrofits and weatherization services for low-income renters. Ensure that building electrification or resilience upgrades include tenant education, energy-bill protection, and cost-capping provisions to prevent increased housing expenses.

Actions to Improve Affordability and Weatherization Access

- **Expand participation in no-cost and low-cost energy-efficiency programs.** Partner with regional implementers such as SoCalREN, Southern California Edison (SCE), and emPOWER to connect income-qualified residents with home energy audits, insulation, HVAC replacement, and heat-pump rebates. Prioritize enrollment for renters, seniors, and households earning less than 80 percent of area median income. Promote programs through bilingual outreach materials, home visits, and collaboration with local schools and community organizations.
- **Provide direct utility-bill and equipment assistance for vulnerable households.** Coordinate with CPA and Los Angeles County's Low-Income Home Energy Assistance Program (LIHEAP) to offer on-bill credits, emergency energy assistance, and appliance replacement support for households in arrears or without air conditioning. Explore local micro-grant or revolving-fund models for panel upgrades, efficient A/C units, and weatherization materials, reducing up-front barriers for low-income residents.
- **Integrate energy-efficiency retrofits into broader housing rehabilitation programs.** Leverage Community Development Block Grant (CDBG) funding to embed efficiency and electrification improvements into housing repair initiatives. Require participating contractors to

follow "no harm" affordability principles—ensuring retrofits do not trigger rent increases, displacement, or loss of affordability restrictions.

- **Workforce development.** Green Buildings Jobs Access

Green Buildings and Infrastructure (B)

Actions to Reduce Displacement Risk

- **Increase homeownership for current tenants in Maywood.** Partner with Neighborhood Housing Services of Los Angeles County and similar organizations to expand access to first-time homebuyer education, down payment assistance, and low-interest loan programs for Maywood residents. Promote participation in LA County's Home Ownership Program (HOP) and CalHFA MyHome Assistance Program, prioritizing long-term renters and low-income households at risk of displacement. The City can also explore community land trusts and shared-equity ownership models to preserve affordability and local ownership.
- **Strengthen tenant protections.** Adopt local ordinances or incentives that require landlords receiving City-supported retrofit or electrification funding to maintain affordability, limit rent increases, and prohibit "renovictions." Encourage the use of Right-to-Return agreements for tenants temporarily displaced during construction and expand participation in LA County's Stay Housed LA program, which provides legal assistance and eviction defense for vulnerable renters. Establish a City-level rental registry to monitor potential displacement tied to energy or climate retrofit programs.
- **Increase financial resources and accessible information for tenants.** Develop a multilingual (English/Spanish) outreach program that explains available efficiency incentives, tenant rights, and local housing resources. Coordinate with utilities, community-based organizations, and regional programs such as SoCalREN's Multifamily Program to provide no-cost retrofits and weatherization services for low-income renters. Ensure that building electrification or resilience upgrades include tenant education, energy-bill protection, and cost-capping provisions to prevent increased housing expenses.

Actions to Improve Equitable Access to Green Buildings Jobs

- **Establish local training and apprenticeship partnerships.** Explore collaborations with Los Angeles Trade–Technical College (LATTC), East Los Angeles College, LA County Workforce Development, and other regional workforce development organizations to develop training pipelines for green building jobs such as heat pump maintenance, energy auditing, and weatherization. Prioritize partnerships that provide paid apprenticeships and bilingual instruction for Maywood residents.
- **Support small business readiness for the clean-energy sector.** Offer technical assistance and small business grants to local contractors, electricians, and HVAC companies to support skill

development in clean technologies. Coordinate with SoCalREN's Trade Ally Network to help Maywood-based or serving contractors qualify for energy-efficiency incentive programs.

Actions to Advance Equitable Access to EV Charging

- Emerging technologies such as adaptive chargers compatible with older plug-in hybrids and conversion kits that enable conventional vehicles to charge can help extend clean transportation benefits to a broader segment of residents.
- Prioritize public and curbside charging in multifamily neighborhoods. Focus installation of Level 2 and fast chargers in areas with high rental occupancy and limited off-street parking, including major corridors like Slauson Avenue and Atlantic Boulevard. Partner with Southern California Edison (SCE) and Clean Power Alliance (CPA) to layer incentives for landlords and multifamily property owners.
- Offer financial assistance and incentives for low-income EV adoption. Publicize and assist residents in accessing Clean Cars 4 All, Replace Your Ride, and Equity EV Rebate programs from CARB and South Coast Air Quality Management District (SCAQMD), which offer up to $12,000 for income-qualified residents to purchase new or used EVs or plug-in hybrids. Highlight options for EV conversion kits that enable older vehicles to plug into shared charging networks.
- Support shared and community charging models. Pilot shared charging hubs at schools, libraries, or municipal lots that can serve multiple users, including residents without private parking. Encourage EV car-share partnerships that provide access to clean mobility without ownership costs.
- Simplify installation processes and reduce cost barriers. Implement a multilingual outreach campaign and a One-Stop EV Charger Permit Portal modeled on SolarAPP+. Provide technical assistance for small landlords and property managers to understand electrical upgrades, metering, and financing options.

Funding Sources

Table 7-2 provides a list of funding programs currently active as of this plan's writing, organized by the agency or organization that administers the programs. Note that programs and available funding budgets can change rapidly or unexpectedly with changes in state and federal administrations and shifting budget priorities. For up-to-date information, check the websites of each funding agency.

TABLE 7-2 Potential Funding Sources for CAARP Implementation

Funding Agency	Sector	Description
STATE & REGIONAL FUNDING SOURCES		
California Air Resources Board (CARB)	Transportation, Off-Road Equipment	CARB administers a range of funding programs to reduce emissions, promote zero-emission transportation, and improve air quality, with a strong focus on low-income and disadvantaged communities. These programs provide grants, rebates, and incentives to accelerate the transition to cleaner mobility options. Key programs include: • **Zero-Emission Vehicle Incentives:** Includes the California Vehicle Rebate Program (CVRP) and Clean Vehicle Assistance Program, which offer financial assistance for purchasing or leasing electric, hybrid, and fuel-cell vehicles, prioritizing low-income recipients. • **Heavy-Duty and Off-Road Vehicle Upgrades:** Programs such as the Carl Moyer Program, Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), and Bus Replacement Grant Program provide funding to replace older, high-emission trucks, buses, and off-road equipment with clean alternatives. • **Community-Based Mobility & Infrastructure Grants:** The Clean Mobility Options Voucher Pilot Program and Car Sharing & Mobility Options Program support zero-emission mobility projects, including bikeshare, vanpooling, and innovative transit services in disadvantaged communities. • **Freight & Goods Movement Emissions Reduction:** The Proposition 1B Goods Movement Emission Reduction Program helps lower emissions from freight corridors and ports, while the Low Carbon Transportation Investments fund cleaner heavy-duty vehicles. • B The Lower-Emission School Bus Program helps school districts replace high-polluting buses, and the Air Quality Improvement Program funds clean vehicle projects, alternative fuel research, and workforce training.
California Department of Community Services and Development (CSD)	Energy	CSD funds programs that reduce energy costs, improve efficiency, and enhance community resilience for low-income households. Key programs reduce energy burden, expand clean energy access, and improve energy security: • **Low-Income Weatherization Program (LIWP):** Provides energy efficiency upgrades, solar PV installations, and electrification retrofits for disadvantaged communities. • **Community Solar & Energy Resilience Grants:** Support solar access, battery storage, and microgrid projects in underserved areas. • **Utility Bill Assistance Programs:** Offer direct financial aid for energy bills to low-income households.

Funding Agency	Sector	Description
CalRecycle	Solid Waste	CalRecycle funds programs that reduce landfill waste, promote recycling, and support organic waste diversion, which help to lower emissions and advance California's circular economy goals. Key programs include: • **Organics Grant Program:** Invests in composting and anaerobic digestion to divert food waste and reduce methane emissions. • **Recycling Market Development Zone Program:** Supports local recycling businesses and circular economy initiatives. • **Extended Producer Responsibility (EPR) Programs:** Provide funding for waste reduction and product stewardship efforts.
California Department of Transportation (Caltrans)	Transportation	Caltrans provides funding to support active transportation, sustainable mobility, and climate adaptation in transportation planning and infrastructure. These state-administered programs aim to improve biking and pedestrian access, enhance transit planning, and build climate-resilient transportation systems. Key programs include: • **Active Transportation Program (ATP):** Funds bike and pedestrian infrastructure, safe routes to school projects, and active transportation planning, with at least 25% of funds benefiting disadvantaged communities. Grants are awarded through a mix of statewide competition, metropolitan agencies, and rural allocations. • **Sustainable Transportation Planning Grants:** Supports regional and local transportation planning to advance sustainability, equity, safety, and mobility. • **Sustainable Communities Grants:** Funds local and regional planning projects that align with state sustainability goals, including health, social equity, and economic development. • **Strategic Partnerships Grants:** Focuses on statewide and interregional transportation deficiencies, funding projects that improve multimodal transit and the state highway system. • **Climate Adaptation Planning Grants:** Allocates $3.7 million to help local and regional agencies assess climate risks, develop adaptation strategies, and plan resilient transportation infrastructure.

Funding Agency	Sector	Description
California Energy Commission (CEC)	Energy, Transportation	The CEC funds programs that support EV charging infrastructure, clean transportation technologies, and energy efficiency projects, with a focus on innovation, deployment, and accessibility. Key programs expand clean transportation infrastructure, promote energy efficiency, and support California's transition to a low-carbon economy: • **California Capital Access Program:** Provides incentives for small businesses and lenders to finance EV charging station projects. • **CALeVIP & Southern California Incentive Project:** Offers rebates of up to $80,000 for DC fast EV charger installations, with increased funding for projects in disadvantaged communities. • **Clean Transportation Program:** Invests up to $100 million annually to accelerate the development and deployment of alternative fuel and advanced vehicle technologies. • **Energy Conservation Assistance Act (ECAA) Loan Program:** Provides zero- and low-interest loans to schools, local governments, and public institutions for energy efficiency retrofits and renewable energy projects.
California Governor's Office of Land Use and Climate Innovation	Energy, Transportation	The California Governor's Office launched the Integrated Climate Adaptation and Resiliency Program (ICARP) which drives California's response to climate impacts, prioritizing equitable approaches that integrate mitigation and adaptation. Key grant opportunities include: • **Extreme Heat and Community Resilience Program:** Funds and supports local, regional, and tribal efforts to reduce the impacts of extreme heat
California Natural Resources Agency (CNRA)	Energy, Agriculture and Natural Working Lands	The CNRA funds programs that promote green infrastructure, carbon sequestration, and environmental mitigation, with a focus on disadvantaged communities and GHG reduction. Key programs enhance urban sustainability, reduce emissions, and improve environmental resilience: • **Urban Greening Grant Program:** Supports projects that sequester carbon, reduce energy use, and decrease vehicle miles traveled. • **Environmental Enhancement & Mitigation Program:** Funds urban forestry and other projects that mitigate the environmental impacts of transportation infrastructure. • **Urban Green Infrastructure Program:** Provides funding for multi-benefit green infrastructure projects, prioritizing disadvantaged communities.

Funding Agency	Sector	Description
California Public Utilities Commission (CPUC)	Energy, Transportation, Off-Road Equipment	The CPUC funds programs that promote renewable energy, building electrification, transportation electrification, and energy affordability, with a focus on low-income households and disadvantaged communities. Key programs include: • **Renewable Energy & Energy Storage:** Supports solar PV, solar water heating, and distributed energy storage through incentives and rebates. • **Building Electrification:** Invests $200M in clean heating technologies to reduce fossil fuel use in buildings. • **Transportation Electrification:** Allocates $1 billion for EV charging infrastructure, prioritizing medium- and heavy-duty vehicles and underserved communities. • **Utility Bill Assistance:** Provides discounts of 18–35% on electricity and gas bills for qualifying low-income households.
California Department of Housing and Community Development (HCD)	Energy	HCD funds programs that expand affordable housing, promote sustainable land use, and support climate resilience. These programs integrate transportation, infrastructure, and energy efficiency to create healthier, more equitable communities across California. Key programs include: • **Affordable Housing & Sustainable Communities (AHSC):** Provides funding for affordable housing projects near transit, promoting walkability, lower emissions, and equitable access to transportation. • **Local Early Action Planning (LEAP) Grant:** Supports local governments in streamlining housing approvals and accelerating sustainable housing development. • **Disaster Resilience & Mitigation Funding:** Includes Community Development Block Grant–Mitigation (CDBG-MIT) and Disaster Recovery (CDBG-DR) programs that are funded by HUD (administered by HCD) as well as fire-safe housing grants, and resilience-focused affordable housing initiatives to strengthen housing and infrastructure against climate risks like wildfires, floods, and extreme heat. • **Homekey & Project Roomkey (for Climate Resilience & Emergency Housing):** Provides grants to convert hotels, motels, and other properties into long-term affordable housing, including considerations for climate resilience and extreme weather preparedness.
California State Transportation Agency (CalSTA)	Transportation	The CalSTA funds programs that expand transit, reduce emissions, and improve transportation infrastructure. Key programs enhance transit accessibility, lower transportation emissions, and improve climate resilience: • **Transit & Intercity Rail Capital Program (TIRCP):** Supports zero-emission transit projects and rail expansion. • **Active Transportation & Mobility Grants:** Fund bike and pedestrian infrastructure, multimodal transportation planning, and transit access improvements. • **Climate Adaptation & Resilience Investments:** Provide funding for transportation infrastructure upgrades to withstand extreme weather events.

Funding Agency	Sector	Description
Clean Power Alliance (CPA)	Energy	The CPA funds local renewable energy, community solar, and energy resilience projects. Key programs expand clean energy access and improve community resilience: • **Community Solar & Battery Storage Grants:** Support solar plus storage deployment in low-income communities. • **100% Renewable Energy Initiatives:** Provide affordable clean energy options to customers. • **Resilient Grid Infrastructure Investments:** Fund microgrids and distributed energy resources for energy security.
South Coast Air Quality Management District (SCAQMD)	Transportation, Energy, Off-Road Equipment	The SCAQMD provides grants, incentives, and rebates to reduce air pollution, vehicle emissions, and fossil fuel dependence, with a focus on low-income and environmental justice communities: • **AB 617 Implementation:** Supports community emissions reduction plans, monitoring, and facility upgrades, with $107.5M in funding for cleaner heavy-duty vehicles under the Carl Moyer Program. • **Vehicle Engine Upgrade Programs:** Provides grants, subsidies, and vouchers to replace or retrofit heavy-duty trucks, freight vehicles, and goods movement equipment with cleaner technologies. • **Replace Your Ride & EV Charging Incentives:** Offers funding for low-income residents to replace older vehicles with cleaner alternatives and install home EV chargers. • **Clean Fuels Fund:** Grants for alternative fuel infrastructure to support the transition from gasoline and diesel to cleaner fuels like natural gas. • **Electric Lawn Mower Rebate Program:** Offsets the cost of replacing gas-powered mowers with electric models. • **CLEANair Furnace Rebate Program:** Provides rebates for energy-efficient, low-NOx furnaces that meet clean air standards.
Southern California Association of Governments (SCAG)	Transportation	SCAG's Sustainable Communities Program (SCP) strengthens partnerships with local agencies and strategic partners responsible for land use and transportation decisions, offering technical assistance and financial resources to meet the diverse planning needs of local communities and support implementation of regional planning policies and strategies. Every four years SCAG calls for applications through the SCP to provide local technical assistance in support of Connect SoCal implementation. The most recent SCP was in 2024 focusing on active transportation and safety.

Funding Agency	Sector	Description
Southern California Gas Company (SoCalGas)	Energy	SoCalGas provides energy efficiency, weatherization, and incentive programs for residential, multifamily, and commercial customers to help reduce energy use and costs. Cities can also join Local Government Partnerships to access rebates, facility audits, and community outreach support. These programs are funded by California utility customers under the oversight of the CPUC. Key programs support energy efficiency, lower utility costs, and improve access to clean energy solutions for Southern California residents and businesses: • **Energy Savings Assistance Program:** Offers free weatherization services to low-income households that qualify under CARE income guidelines. • **Comprehensive Mobile Home Program:** Provides no-cost energy efficiency evaluations and installations for mobile homes, including low-flow showerheads and HVAC system improvements. • **Commercial & Residential Direct Install Programs:** Offers free energy efficiency upgrades to businesses and homes, helping customers reduce energy and water consumption. • **SoCalGas Marketplace:** Online platform featuring rebates and incentives for energy-efficient appliances and consumer electronics. • **Natural Gas Vehicle (NGV) Billing Rate:** Provides a special residential rate for customers refueling natural gas vehicles at home, potentially lowering fuel costs.
Southern California Regional Energy Network (SoCalREN)	Energy, Water, Wastewater	SoCalREN provides services to residents, businesses, and public agencies throughout the areas served by Southern California Edison (SCE) and/or SoCalGas. Qualifying agencies include cities, counties, school districts, water districts, sanitation districts, and other public agencies. SoCalREN offers: • **Public agency programs** for energy efficiency upgrades in facilities like wastewater treatment plants, schools, and libraries. • **Strategic energy management support** for public agencies. • **Financing and technical assistance** for energy-saving projects.

Funding Agency	Sector	Description
Southern California Edison (SCE)	Energy	SCE provides funding and incentives to support EV charging infrastructure, energy efficiency, and clean energy adoption, which help reduce emissions, improve energy affordability, and expand clean transportation infrastructure in California. Key programs include: • **Charge Ready Program & Transit Bus Pilot:** Provides funding and technical support for installing EV charging infrastructure at multifamily buildings, businesses, and transit agencies. • **Energy Savings Assistance Program:** Offers free energy efficiency upgrades for low-income households, including weatherization and appliance replacements. • **Business & Mobile Home Efficiency Upgrades:** Provides free energy conservation assessments and equipment upgrades for businesses and mobile home residents. • **Renewable Energy & EV Incentives:** Supports green rate programs, EV time-of-use charging discounts, and community renewable energy options.
Strategic Growth Council (SGC)	Transportation, Energy	The SGC funds projects that integrate climate resilience, sustainable development, and social equity through key programs, including: • **Transformative Climate Communities (TCC) Program:** Provides funding for community-led climate action projects in disadvantaged areas. • **Affordable Housing & Sustainable Communities (AHSC):** Invests in affordable housing near transit, active transportation infrastructure, and clean mobility options. • **Regional Climate Collaboratives:** Support local governments and organizations in developing climate adaptation and resilience strategies. • **Community Resilience Hubs:** Funds new construction and upgrades of neighborhood-level resilience hubs and year-round services and ongoing programing that building overall community resilience.
FEDERAL FUNDING SOURCES		
National Electric Vehicle Infrastructure (NEVI) Program	Transportation	Grant program with $5 billion in funding available. The Program provides $5 billion of funding to States to deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability. Initially, funding under the Program is directed to infrastructure acquired or installed along designated electric vehicle (EV) Alternative Fuel Corridors (AFCs). When the State determines and the Secretary certifies that AFCs in a State are fully built out, funding may be used for EV charging infrastructure on any public road or in other publicly accessible locations.

Funding Agency	Sector	Description
U.S. Department of Energy (DOE)	Energy	The DOE provides funding and loan programs to support clean transportation, renewable energy, energy efficiency, and carbon reduction projects. These programs aim to accelerate the deployment of innovative energy technologies and infrastructure investments that advance decarbonization and climate resilience. The Inflation Reduction Act (IRA) expanded DOE's impact by investing billions into clean energy manufacturing, grid modernization, and emissions reduction technologies. Key programs include: • **Zero-Emission Transit Bus Tax Exemption & Voucher Incentives:** Exempts zero-emission transit buses from state sales and use taxes when sold to public agencies in California. CARB also provides vouchers to help fleets purchase electric, hybrid, and natural gas trucks and buses. • **DOE Loan Programs Office:** Provides loan guarantees for clean energy, fossil energy, nuclear, and infrastructure reinvestment projects under the Title 17 Innovative Clean Energy Loan Guarantee Program, supporting technologies that reduce, avoid, or sequester greenhouse gas emissions. • **Renewable Energy & Energy Efficiency Projects:** Offers $4.5 billion in loan guarantees for market-ready technologies in grid integration, storage, biofuels, waste-to-energy, and efficiency improvements. The IRA also provides $40 billion in tax credits and loans to accelerate domestic manufacturing of solar panels, wind turbines, batteries, and critical minerals processing. • **Advanced Fossil Energy Projects:** Supports projects that reduce carbon emissions in hard-to-decarbonize sectors, including carbon capture, low-carbon power systems, and efficiency improvements in fossil fuel production and use. • **Carbon Dioxide Transportation Infrastructure Program:** Provides capital for large-scale CO_2 transport projects, including pipelines, rail, and shipping, to support carbon capture and storage efforts.
U.S. Department of Health and Human Services (HHS)	Energy	The HHS provides funding to support low-income households, climate justice initiatives, and pollution prevention efforts, focusing on energy affordability, emission reductions, and equitable climate investments to enhance community resilience. Key programs include: • **Low-Income Home Energy Assistance Program (LiHEAP):** Helps low-income households with energy costs, including weatherization and energy efficiency improvements. • **Source Reduction Assistance Grants:** Funds projects that prevent pollution and reduce environmental and health risks in vulnerable communities. • **Justice40 Investments:** Directs federal resources to disadvantaged communities to improve climate resilience, energy efficiency, and public health.

Funding Agency	Sector	Description
U.S. Internal Revenue Services (IRS)	Energy	The IRS oversees federal tax credits and incentives that promote clean energy adoption, home energy efficiency, and zero-emission transportation. Key programs include: • **Residential Clean Energy Tax Credit:** The IRA extends and increases tax credits for solar, wind, geothermal, and battery storage systems, making home energy upgrades more accessible. • **Commercial Clean Vehicle Credit:** Provides incentives for businesses and fleets to transition to zero-emission vehicles, reducing transportation emissions. • **Energy Efficient Home Improvement Credit:** The IRA expands tax credits for weatherization, heat pumps, and electrification projects, helping homeowners reduce energy consumption and costs. • **EV Tax Credits:** The IRA provides up to $7,500 in tax credits for new EV purchases and up to $4,000 for used EVs, with income-based eligibility requirements to ensure accessibility.
U.S. Department of Agriculture (USDA)	Energy, Agriculture and Natural Working Lands	The USDA funds initiatives that support climate-smart agriculture, rural energy access, and forest conservation, which help increase renewable energy adoption and strengthen climate resilience in rural communities. Key programs include: • **Renewable Energy for America Program:** Provides grants and loans for agricultural producers and rural businesses to install renewable energy systems. • **Climate-Smart Agriculture Grants:** Support soil health, wildfire resilience, and forest conservation to enhance carbon sequestration. • **Rural Utility Service Programs:** Invest in rural energy infrastructure, water conservation, and clean power access, with IRA-funded expansions into renewable energy and grid modernization.
U.S. Department of Housing and Urban Development (HUD)	Energy	HUD funds programs that promote energy-efficient housing, climate resilience, and equitable community development. Key programs enhance housing sustainability, improve energy efficiency, and build climate resilience: • **Green & Resilient Retrofit Program:** Provides funding for energy efficiency and resilience upgrades in affordable housing. • **Community Development Block Grants (CDBG):** Support local projects that improve housing, infrastructure, and sustainability. • **Disaster Resilience & Mitigation Funding:** Invests in climate adaptation measures for communities vulnerable to extreme weather.

Funding Agency	Sector	Description
U.S. Department of Transportation (US DOT)	Transportation, Energy	The US DOT funds projects that improve transportation infrastructure, expand transit access, and reduce greenhouse gas emissions. Key programs enhance mobility, expand clean transportation, and improve transportation equity: • **Infrastructure Investment & Jobs Act (IIJA) Grants:** Provide funding for EV charging networks, public transit, and sustainable infrastructure. The IRA supplements these efforts with additional funding for zero-emission transportation technologies. • **Low & No Emission Vehicle Grants:** Support the adoption of zero-emission buses and fleet electrification. The IRA added tax credits of up to $7,500 for new EVs and $4,000 for used EVs, accelerating clean vehicle adoption. • **Safe Streets & Active Transportation Initiatives:** Invest in bike, pedestrian, and multimodal transportation projects.

Plan Monitoring and Updating

GHG Inventory and CAARP Updates

The CAARP is a dynamic document that will be monitored and evaluated for its effectiveness on an ongoing basis. Monitoring allows the City to make timely adjustments to measures and implementing actions as technologies develop, federal and state programs evolve, and circumstances change. Flexibility in implementation is needed to allow the City to evolve its strategies.

An update of the City's GHG inventory and comprehensive revision of the CAAP should occur at least every five years to monitor progress of GHG reductions against the 2035 target.

Implementation Monitoring

The City will monitor implementation of the CAARP's measures by tracking the actions completed and the performance objectives achieved using the metrics identified in Chapter 4 and in Table 7-1 (CAARP Implementation Details). For tracking GHG reduction measures, a metrics-based tool will be developed to support the implementation reporting process and provide evidence that the CAARP is achieving its objectives. On an annual or biannual basis, City staff will provide a report to the City Council on implementation progress, including the status of each measure (e.g., initiated, ongoing, completed), the progress towards each of the performance objectives, and recommend adjustments to programs or tactics as needed. Tracking implementation in this manner will be an effective way to gauge progress and re-prioritize ongoing and future actions.

CEQA Streamlining

Under the California Environmental Quality Act (CEQA), the effects of GHG emissions are considered a potentially significant environmental impact. In addressing climate change, CEQA provides a useful mechanism for local agencies to evaluate the environmental effects of new development but may also create inefficiencies for both agency staff and applicants through repetitive assessments of small projects on an individual basis, rather than considering cumulative effects of future development and determining needed mitigation up front. The CEQA Guidelines recognize this and include a provision for streamlining the analysis of projects that are consistent with a comprehensive plan for the reduction of GHG emissions.

CEQA Guidelines Section 15183.5(b) allows lead agencies to analyze and mitigate the significant effects of GHG at a programmatic level, such as in a general plan or a separate GHG reduction plan, so that later project-specific environmental documents may tier from that programmatic review. Projects consistent with a so-called "qualified" GHG reduction plan (i.e., climate action plan) may be

considered to have a less-than-significant impact with respect to GHG emissions. To be considered qualified, a climate action plan or similar GHG reduction plan must meet the following conditions:

- Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;
- 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;
- Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area;
- 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;
- Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels; and
- Be adopted in a public process following environmental review.

The City of Maywood CAARP is designed to meet these requirements for a qualified GHG reduction plan because it demonstrates that the City's emissions can be reduced over time in a manner consistent with state reduction targets. Recent CEQA case law makes it clear that tiering from a qualified local GHG reduction plan, consistent with a local jurisdiction's general plan and its growth projections, provides the most-defensible method of achieving CEQA clearance for new development projects with respect to GHG emissions (*Center for Biological Diversity v. California Department of Fish and Wildlife*, 2015).

A development project can conclude a less-than-significant impact with respect to GHG emissions if it can demonstrate consistency with the CAARP's assumptions regarding the amount and type of future development and consistency with the GHG reduction measures identified in the Plan. Projects consistent with the CAARP, including conformance with any performance measures applicable to the project, would not require additional GHG emissions analysis and mitigation under CEQA Guidelines Sections 15064(h) and 15183.5(b)(2).[12]

[12] If there is substantial evidence that the effects of a particular project may be cumulatively considerable, notwithstanding the project's compliance with the GHG reduction plan, CEQA requires that an EIR be prepared.

Consistency Review Checklist

The CAARP constitutes a qualified GHG emissions reduction plan under CEQA Guidelines Section 15183.5(b). Future non-CEQA-exempt projects requiring discretionary approvals may demonstrate consistency with the CAARP (as a qualified GHG emissions reduction plan) if they are consistent with the General Plan, the CAARP's future growth projections, and the CAARP's CEQA streamlining requirements. Projects that comply with the CEQA streamlining requirements would not require additional GHG emissions analysis or mitigation under CEQA Guidelines Section 15183.5(b)(2), provided that the project's environmental document identifies the CAARP CEQA streamlining requirements that are applicable to the project, and, for those requirements that are not binding or enforceable, incorporates these requirements as mitigation measures.

The City is developing a CAARP CEQA Streamlining Checklist that will provide individual projects the opportunity to demonstrate that they are reducing GHG emissions and achieving consistency with the City's growth assumption and with the CAARP's GHG reduction measures as they apply to new development.

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APPENDIX A

Major Climate Policies and Regulations

Executive Order S-3-05

In June 2005, the Governor of California signed Executive Order S-3-05, which identified the California Environmental Protection Agency (CalEPA) as the lead coordinating state agency for establishing climate change emission reduction targets in California. A "Climate Action Team," a multi-agency group of state agencies, was set up to implement Executive Order S-3-05. The Governor's Executive Order established aggressive emissions reductions goals: by 2010, greenhouse gas (GHG) emissions must be reduced to 2000 levels; by 2020, GHG emissions must be reduced to 1990 levels; and by 2050, GHG emissions must be reduced to 80 percent below 1990 levels. GHG emission reduction strategies and measures to reduce global warming were identified by the California Climate Action Team in 2006.

Global Warming Solutions Act of 2006 (Assembly Bill 32)

In 2006, the California legislature adopted Assembly Bill (AB) 32, requiring that California cap GHG emissions statewide at 1990 levels by 2020. AB 32 requires CARB to establish a program for statewide GHG emissions reporting, and monitoring/enforcement of that program. In response to AB 32, CARB developed the Climate Change Scoping Plan in 2008, which contained a mix of recommended strategies that combined direct regulations, market-based approaches, voluntary measures, policies, and other emission reduction programs calculated to meet the 2020 statewide GHG emission limit and initiate the transformations needed to achieve the state's long-range climate objectives (CARB 2008). The Scoping Plan identifies local governments as "essential partners" in

achieving California's goals to reduce GHG emissions, encouraging the adoption of reduction targets for community and municipal operations emissions that are consistent with the state's 2020 commitment (identified as equivalent to 15 percent below "current" [i.e., 2008] levels). The First Update to the Scoping Plan was approved by CARB in May 2014 and built upon the initial Scoping Plan with new strategies and recommendations (CARB 2014).

California's Cap-and-Trade Program

The 2008 Scoping Plan identifies cap-and-trade as a key strategy for helping California reduce its GHG emissions and achieve its 2020 statewide target. The cap-and-trade program establishes a declining limit on major sources of GHG emissions throughout California, and it creates an economic incentive for significant investment in cleaner, more efficient technologies. It sets the total amount of GHG emissions allowable for covered facilities and lets them determine the least expensive strategies to comply. Carbon offset credits are created through the development of projects, such as renewable energy generation or carbon sequestration projects, that achieve the reduction of emissions from activities not otherwise regulated, covered under an emissions cap, or resulting from government incentives. Offsets are verified reductions of emissions whose ownership can be transferred to others. Altogether, the cap-and-trade program covers approximately 80 percent of all GHG emissions in California and is fundamental to meeting California's long-range climate targets at low cost.

Assembly Bill 398, passed in 2017, extended the state Cap-and-Trade Program through 2030. The 2017 Scoping Plan includes the Cap-and-Trade program as a core strategy for achieving the statewide GHG target mandated by Senate Bill (SB) 32 (see below).

California's Low-Carbon Fuel Standard

The overall goal of the low carbon fuel standard is to lower the carbon intensity of California transportation fuel. The standard as described in the 2008 Scoping Plan required a reduction of at least 10 percent in the carbon intensity of California's transportation fuels by 2020. With adoption of the 2017 Scoping Plan Update (see below), the standard was changed to a reduction of at least 18 percent. Recent proposed amendments by CARB indicate that the program will be extended to 2030 with a GHG reduction target of 20 percent. A significant expansion of the renewable fuel market has been included in the CARB staff proposal.

Senate Bill 32 and the 2017 Scoping Plan Update

In 2016, the California State Legislature adopted SB 32 and its companion bill AB 197, and both were signed by Governor Brown. SB 32 amends AB 32 and establishes a new climate pollution reduction target of 40 percent below 1990 levels by 2030, while AB 197 includes provisions to ensure the benefits of state climate policies reach into disadvantaged communities.

In response to SB 32 and the 2030 GHG reduction target, CARB developed California's 2017 Climate Change Scoping Plan, adopted in December 2017 (CARB 2017). The 2017 Scoping Plan Update's strategy for meeting the 2030 GHG target incorporates the full range of legislative actions and state-developed plans that have relevance to the year 2030. These include regulations for extending the state Cap-and-Trade Program through 2030 (AB 398); increasing the LCFS to 18 percent; improved vehicle, truck, and freight movement emissions standards; increasing renewable energy; improving energy efficiency; and strategies to reduce methane emissions from agricultural and other wastes by using it to meet the state's energy needs.

Executive Order B-55-18

In September 2018, Governor Brown issued Executive Order B-55-18, establishing a new goal to reach carbon neutrality statewide by 2045, and maintaining net negative emissions thereafter.

Assembly Bill 1279 and the 2022 Scoping Plan Update

In September 2022, Governor Newsom signed AB 1279, which codified EO B-55-18 by requiring net-zero GHG emissions by 2045. AB 1279 also requires the state to reduce GHG emissions to 85 percent below 1990 levels by 2045. In December 2022, the California Air Resources Board adopted the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan), which lays out a path to achieve the statewide goals codified in AB 1279. The actions and outcomes specified in the 2022 Scoping Plan contain significant reductions in fossil fuel combustion through the deployment of clean technologies and fuels, continued efforts to decrease short-lived climate pollutants, support for sustainable development, increased action on natural and working lands to reduce emissions and sequester carbon, and the capture and storage of carbon.

Pavley Regulation (AB 1493), Advanced Clean Cars I/II (ACC I/II), Executive Order (EO) N-79-20 and the California Mobile Source Strategy

Assembly Bill 1493 (2002), known as the Pavley Bill, directed CARB to adopt regulations to reduce emissions from new passenger vehicles. The federal Clean Air Act ordinarily preempts state regulation of motor vehicle emission standards; however, California is allowed to set its own standards with a federal waiver from the USEPA, granted in 2009. Known as the Pavley Clean Car Standards, AB 1493 regulated GHG emissions from new passenger vehicles (light duty automobiles and medium duty vehicles) from 2009 through 2016.

In January 2012, CARB approved the Advanced Clean Cars I (ACC I) program, a new emissions-control program for model years 2015 through 2025. The program includes components to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars. The zero-emission vehicle (ZEV) program will act as the focused technology of the Advanced Clean Cars program by requiring manufacturers to produce increasing numbers of ZEVs and plug-in hybrid electric vehicles (PHEV) in the 2018 to 2025 model years.

Building upon ACC I, CARB introduced the Advanced Clean Cars II (ACC II) regulations in 2022 to accelerate the transition to cleaner transportation further. By 2035, the ACC II regulations require that all new passenger cars, trucks, and SUVs sold in California are zero emissions. ACC II amends the zero-emission vehicle program, requiring increasing ZEVs and PHEVs from 2026 to 2035 model years. ACC II also amends the Low-emission Vehicle Regulations to include increasingly strict standards for gasoline cars and heavier passenger trucks to reduce smog-forming emissions.

Executive Order (EO) N-79-20, issued by California Governor Gavin Newsom on September 23, 2020, established a target that 100 percent of in-state sales of new passenger cars and trucks be zero-emission by 2035. It also sets a goal for all medium- and heavy-duty vehicles in the state to be 100 percent zero-emission by 2045, where feasible.

In May 2016, CARB released the updated Mobile Source Strategy that demonstrates how the state can simultaneously meet air quality standards, achieve GHG emission reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption over the next 15 years, through a transition to ZEVs, cleaner transit systems and reduction of vehicle miles traveled. The Mobile Source Strategy calls for 1.5 million ZEVs (including plug-in hybrid electric, battery-electric, and hydrogen fuel cell vehicles) by 2025 and 4.2 million ZEVs by 2030. It also calls for more stringent GHG requirements for light-duty vehicles beyond 2025 as well as GHG reductions from medium-duty and heavy-duty vehicles and increased deployment of zero-emission trucks primarily for class 3–7 “last-mile” delivery trucks in California. Statewide, the Mobile Source Strategy would result in a 45 percent reduction in GHG emissions, and a 50 percent reduction in the consumption of petroleum-based fuels.

Advanced Clean Trucks (ACT) Program

The Advanced Clean Trucks (ACT) program (2021) establishes a manufacturer's ZEV sales requirement and a one-time reporting requirement for large entities and fleets. It aims to accelerate a large-scale transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8. From 2024 to 2035, manufacturers certifying Class 2b–8 chassis or complete vehicles with combustion engines must progressively increase their annual sales of zero-emission trucks. By 2035, the targets include 55 percent of Class 2b–3 truck sales, 75 percent of Class 4–8 straight truck sales, and 40 percent of truck tractor sales being zero-emission.

Renewables Portfolio Standard

SB 1078 established California's Renewables Portfolio Standard (RPS) in 2002, which requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from eligible renewable sources by 2017. SB 107 changed the target date to 2010. In November 2008, Executive Order S-14-08 expanded the state's RPS goal to 33 percent renewable power by 2020. In September 2009, Executive Order S-21-09 directed CARB (under its AB 32 authority) to enact regulations to help the state meet the 2020 goal of 33 percent renewable energy. The 33-percent-by-2020 RPS goal was codified in April 2011 with SB X1-2. This new RPS applies to all electricity retailers in the state, including publicly owned utilities (POUs), investor-owned utilities, electricity service providers, and community choice aggregators. SB 350 was signed in October 2015, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030. Most recently, SB 100, signed by Governor Brown on September 10, 2018, increases the RPS requirement to 60 percent eligible renewables by 2030 and 100 percent by 2045.

Senate Bill 350

The Clean Energy and Pollution Reduction Act of 2015 (SB 350) has several provisions in addition to increasing the RPS to 50 percent by 2030, as noted above. Most important to local governments, SB 350 requires statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas final end uses of retail customers by January 1, 2030.

California Building Standards Code

California Code of Regulations Title 24, Part 6, sets forth California's energy-efficiency standards for residential and nonresidential buildings and was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 energy standards are updated on an approximately 3-year cycle as technology and methods have evolved. The standards are updated periodically (typically every 3 years) to allow for the consideration and inclusion of new energy-efficiency technologies and methods. The 2019 standards required new residential buildings to install rooftop solar photovoltaic systems. The current standards (2022), made effective on January 1, 2023, expands this requirement to multifamily buildings with more than three habitable stories. The 2022 code also allows natural gas use in new residential buildings but mandates electric-ready requirements to make it easier to switch to electric appliances in the future. The next iteration of the energy standard, which will go into effect in January 2026, will include new prescriptions and performance standards for building electrification.

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development in 2008. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code went into effect January 1, 2023 (California Building Standards Commission 2022).

Senate Bill 375

In 2008, SB 375 was enacted to address indirect GHG emissions caused by urban sprawl. SB 375 develops emissions-reduction goals that apply to a region's transportation planning activities. SB 375 provides incentives for local governments and developers to create new walkable and sustainable communities, revitalize existing communities, and implement conscientiously planned growth patterns that concentrate new development around public transportation nodes. CARB has been working with the state's metropolitan planning organizations (MPOs) to align their regional transportation, housing, and land use plans to reduce vehicle miles traveled and demonstrate the region's ability to attain its GHG reduction targets.

Senate Bill 535 – Greenhouse Gas Reduction Fund and Disadvantaged Communities

SB 535 (2012) requires the California Environmental Protection Agency (CalEPA) to identify disadvantaged communities, and requires that 25 percent of all funds allocated pursuant to an investment plan for the use of state moneys collected through a Cap-and-Trade program be allocated to projects that benefit disadvantaged communities and at least 10 percent of the 25 percent to be spent on projects located in disadvantaged communities.

Senate Bill 379

California SB 379 (2015) requires all cities and counties to address climate adaptation and resilience in the safety element of a general plan and/or in a local hazard mitigation plan (LHMP). The bill requires that the updated plan include a set of goals, policies, and objectives based on a vulnerability assessment that is specific to the local geography. Additionally, the bill requires that the updated plan include a set of feasible implementation measures designed to carry out the plan's goals, policies, and objectives and establishes minimum requirements that such implementation measures must include. These requirements include feasible methods to avoid or minimize the climate change impacts on new land uses, the location of essential public facilities outside of at-risk areas, the designation of adequate and feasible infrastructure located in an at-risk area, and the identification of natural infrastructure that could be used in adaptation projects. The update to the safety element must occur at the next update of an LHMP on or after January 1, 2017. Local jurisdictions without an LHMP must update their safety elements on or before January 1, 2022.

Senate Bill 1383

California SB 1383 (2022) requires that every jurisdiction in California must offer organic waste collection services to all residents and businesses. Organic waste includes food waste, green waste, and other compostable materials. The purpose of SB 1383 is to reduce GHG emissions from organic waste in landfills and promote recycling efforts.

Senate Bill 596

In 2021, SB 596 required CARB to create a comprehensive strategy for California's cement sector, aiming for net-zero GHG emissions associated with cement use by December 31, 2045. An interim target requires a 40 percent reduction in GHG intensity below the 2019 average by December 31, 2035.

Senate Bill 1020

SB 1020 (2022) established interim renewable and zero-carbon energy retail sales targets for California end-use customers. The law sets goals of 90 percent by 2035 and 95 percent by 2040. It accelerates the timeline for state agencies to achieve 100 percent renewable and zero-carbon energy procured from the original target year of 2045 to 2035. Each state agency is mandated to reach the 100 percent goal by 2035, with specific requirements outlined in the legislation.

Senate Bill 905

SB 905, enacted in 2022, requires the creation of the Carbon Capture, Removal, Utilization, and Storage Program by CARB. This program is designed to evaluate, demonstrate, and regulate carbon capture, utilization, or storage, as well as CO_2 removal projects and technology.

Senate Bill 1137

Enacted in 2022, SB 1137 places restrictions on developing new oil and gas wells or infrastructure within health protection zones, with exceptions for public health and safety. The law imposes monitoring, public notice, and nuisance requirements on operators of existing oil and gas wells or infrastructure in these zones, emphasizing environmental and community health considerations.

Senate Bill 1075

SB 1075, passed in 2022, requires CARB to conduct an evaluation and provide policy recommendations on the use of hydrogen in California, with a focus on green hydrogen. The evaluation includes strategies for hydrogen infrastructure, policies promoting emission reductions, and considerations for various forms of hydrogen.

Senate Bill 1206

SB 1206, enacted in 2022, introduces a phased sales prohibition on newly produced high- Global Warming Potential (GWP) Hydrofluorocarbons (HFCs). The goal is to transition California's economy towards recycled and reclaimed HFCs for servicing existing equipment. The law also requires CARB to develop regulations promoting the adoption of very low- and no-GWP technologies in sectors currently reliant on higher-GWP HFCs, aligning with the state's commitment to reducing potent GHGs.

Appendix A References Cited

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APPENDIX B

Public Outreach and Engagement

Maywood CAARP Community Engagement Report

Community Engagement Approach

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

- In-person and online surveying
- Stakeholder meetings
- Virtual focus groups

In 2023, the City asked community members for input on the types of climate change issues they were experiencing. Extreme heat and air pollution were the hazards of most concern.

In a follow-up survey in 2025, the City asked community members to share their preferred solutions, programs, and ideas to support their families and the community in addressing these challenges. These answers will help the City develop meaningful and effective strategies that will help Maywood's community reach the goal of reducing GHG emissions.

Designed to facilitate participation from diverse community members, the project team prioritized community education to inform residents about the Climate Action, Adaptation, and Resilience Plan

(CAARP), planning process, and reasons for asking for their input. All materials were also translated into Spanish.

For Phase 2 of the CAARP, the City created a CAARP Advisory Committee made up of representatives from local nonprofits and government agencies. This group is helping guide the plan and making sure it meets the needs and values of everyone in Maywood.

Kickoff of community engagement for Phase 2 was scheduled for June 2025 but was delayed due to the increased presence of the U.S. Immigration and Customs Enforcement (ICE). Out of concern for community safety, the City rescheduled events in June and early July to later in the summer. The City delayed the release of the Phase 2 community survey and scheduled an additional Advisory Committee meeting to get input on community engagement strategies from local leaders.

Through the engagement process, the City built and strengthened connections to the local community-based organizations (CBOs), youth leaders, schools, and regional government agencies. The project team thanks community members, advisory committee members, and stakeholders for their time and effort.

Summary of Phase 1 Community Engagement

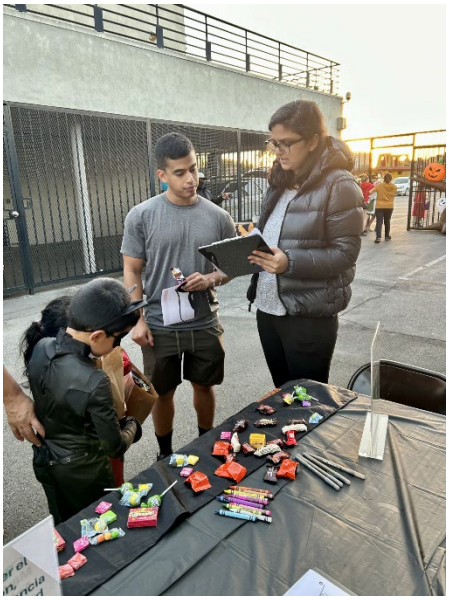
Community engagement for Phase 1 of the CAARP kicked off in October 2023 with a community survey. The survey was made available on the Maywood CAARP webpage and City of Maywood social media accounts (in both English and Spanish) and asked participants questions about climate action priorities and challenges related to clean water, air quality, clean transportation, energy, and more. In addition to online distribution, the project team connected in-person with the community, including the City's Trunk or Treat Halloween event, tree-planting events, food distribution events at the YMCA, and Maywood Workforce Program events.

The survey received 110 responses, with 24 responses being submitted in Spanish. 93.5% of survey respondents stated that it was very important to them that Maywood is environmentally responsible. As co-benefits to GHG reduction strategies, respondents ranked improving health and saving money as most important.

Air quality, extreme heat, drought, and water supply were among the community's top areas of concern. Respondents ranked water saving projects, parks improvements, energy efficiency/renewable energy projects, and projects to mitigate heat as priorities they would like to see Maywood take on.

A stakeholder interview with Amigos de los Rios helped identify opportunities to align the CAARP with the City's urban greening efforts. Additionally, the project team held a focus group with high school students from the Maywood Center for Enriched Study (MaCES High School) Roots and Shoots Club. MaCES High School Roots and Shoots Club is a school environmental club focused on environmental and humanitarian work. This involves educating others, tree plantings, and gardening projects.

Maywood's youth are motivated and eager to take action on these climate topics and represent emerging leaders in the community. In addition to the youth focus group, 26.4% of survey responses were from youth age 18 or younger. Youth priorities that emerged through the focus group include



an emphasis on education and community events, improvements to bike lanes and sidewalks, and more opportunities for homes and businesses to install solar panels. When asked how they envisioned a sustainable Maywood, students responded that Maywood can set an example by increasing awareness in the community about how to care for the environment.

Both the survey and focus group served as tools to shape the direction and policies of the CAARP. Engagement not only helped to identify community priorities and needs around climate planning; it also illuminated the opportunity for increased and ongoing engagement, education, and action with the community on climate and sustainability topics.

Key Takeaways from Phase 2 Community Engagement

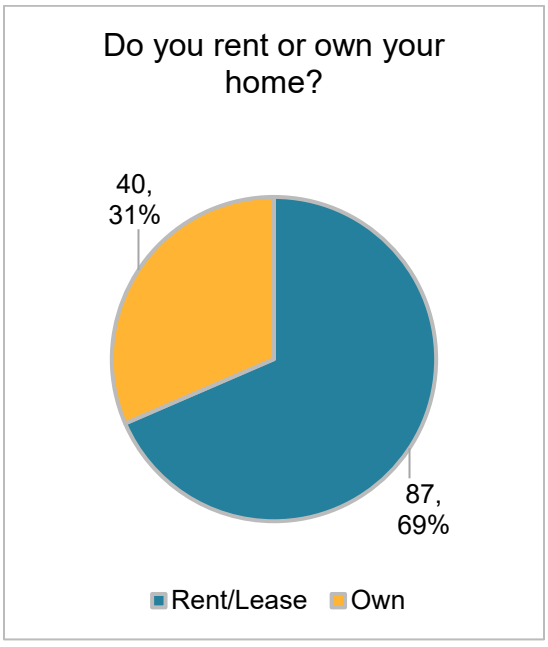
During Phase 2 of the CAARP, community engagement efforts focused on prioritizing strategies for mitigation and adaptation. Community engagement for Phase 2 kicked off in May 2025 and included:

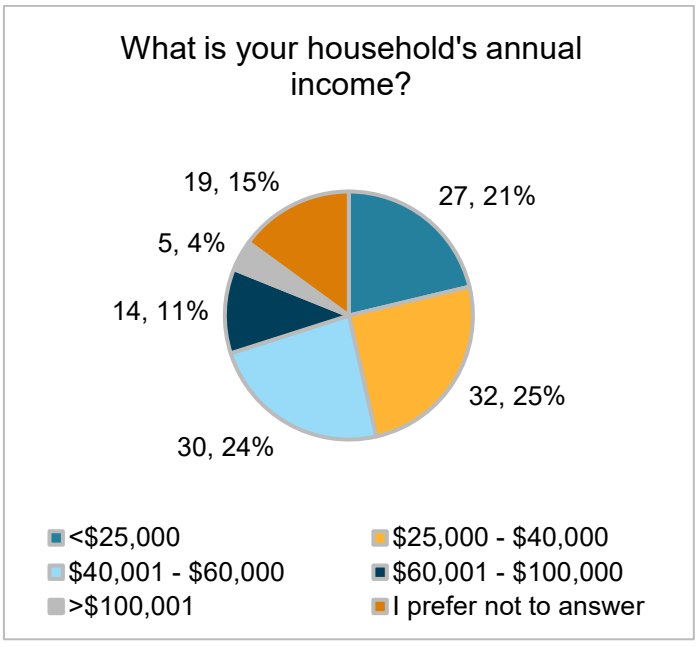
- A community survey offered in English and Spanish
- Two advisory committee meetings
- Five one-on-one stakeholder meetings
- A focus group of Maywood youth leaders

The **survey** received 139 responses in total and was distributed online and in-person at the City's summer health fair and National Night Out event. Survey distribution was supported by the Gateway Cities Council of Governments (GCCOG) through their Regional Climate Collaborative.

Survey participants represented diverse age and income groups: 9 percent were 25 or younger, and 9 percent were 58–88 years old. Approximately 65 percent of respondents reported incomes $60,000 or below, with 19 percent below $25,000. In comparison, Los Angeles County's median income was $90,845 in 2024. 63 percent of survey participants were renters. Of the 139 survey

responses, 37 percent were completed in Spanish. To address mistrust in sharing personal information, participants were given the option not to indicate income, age, and other socio-economic details, resulting in a non-response rate of approximately 8 percent for demographic questions. Participants were not asked to share contact information.





The **CAARP Advisory Committee** was composed of representatives from local nonprofit organizations, neighboring cities, and regional government agencies. The Advisory Committee was created to more deeply engage a wider group of stakeholders and help prioritize mitigation and adaptation strategies. Because of the expertise of the group, the Advisory Committee also gathered resources and ideas to support the City's implementation of the CAARP. The Advisory Committee included representatives

from Gateway Cities Council of Governments, East Yard Communities for Environmental Justice (EYCEJ), Amigos de Los Rios, LA Nature for All, the Climate Initiative, City of Los Angeles, Los Angeles Regional Collaborative for Climate Action, City Fabrick, Tree People, Climate Resolve, South Coast Air Quality Management District, Sierra Club Angeles Chapter, and GRID Alternatives.

In addition to advisory committee meetings, **one-on-one stakeholder meetings** were held with the GCCOG, City Fabrick, Sierra Club, EYCEJ, and The Climate Initiative. These conversations provided additional resources and ideas for implementation.

ILG held a **youth focus group** with the Maywood YMCA's Youth Leadership program. Five youth participants shared their climate concerns and vision for a cleaner, greener Maywood. The group felt that Maywood was a great place to live because of the close-knit community and accessibility to school, the YMCA, jobs, supermarkets, and Riverfront Park. Participants shared that heat and lack of safety while walking and skating are primary issues. The group connected climate issues to other areas of concern, such as smoking, drug use, mental health support, and safety for immigrants.

In Phase 2, the following issues emerged as key priorities for the community:

- Improving the active transportation environment
- Increasing access to and frequency of public transportation
- Planting trees as a preferred cooling method, strategy to beautify the city, and strategy to reduce energy use and promote active transportation
- Limiting trucking and other industrial uses in the city
- Building on regional partnerships to achieve the City's climate goals

The full survey results, Advisory Committee feedback, stakeholder feedback, and youth input can be found below.

Phase 2 Survey Analysis and Stakeholder Input

Introduction

Throughout Phase 2 of the community engagement process, Maywood community members identified five key topics of concern: extreme heat, energy efficiency, air pollution, clean transportation, and water quality. This report includes analysis of related survey questions and suggestions/resources from Advisory Committee members for those five topics.

1. Extreme Heat

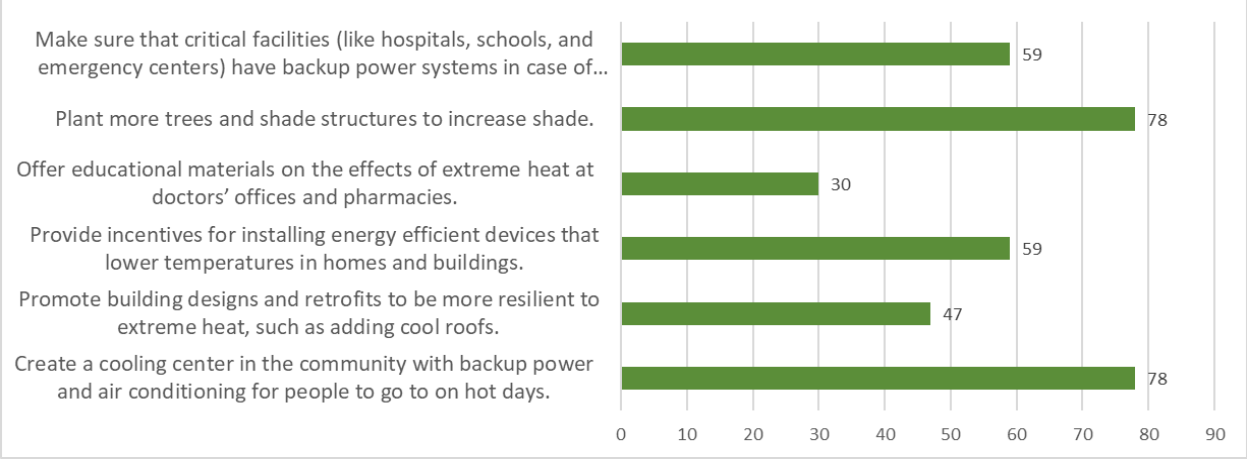
Extreme heat is a top area of concern for Maywood community members. Extreme heat can lead to public health and safety concerns, such as fatigue, heat stroke, heat exhaustion, and heat cramps. It also usually leads to increased energy consumption due to longer (and/or more frequent) use of air conditioning.

One 2025 survey question focused on this topic:

- **Survey Question 1:** Which strategies or actions do you think the City should take to address extreme heat in Maywood? Please select your top three. *(Total responses: 138)*

The top four strategies selected by survey respondents were:

1. Create a cooling center in the community with backup power and air conditioning for people to go to on hot days. (78/138, 57%)
2. Plant more trees and shade structures to increase shade. (78/138, 57%)
3. Make sure that critical facilities (like hospitals, schools, and emergency centers) have backup power systems in case of power outages. (59/138, 42%)
4. Provide incentives for installing energy efficient devices that lower temperatures in homes and buildings. (59/138, 42%)



Youth leaders were especially supportive of urban greening as a cooling strategy. They liked that it would improve air quality and add shade, and also that it beautifies the City and makes it more enjoyable to walk around. Urban greening and beautification were both things that youth participants said would make them proud of their neighborhood.

Advisory Committee members and stakeholders highlighted urban greening and cooling centers as a priority over community education and back-up power systems. Advisory Committee members provided the following suggestions and resources:

Suggestions

- Explore a partnership with the school district to increase green playgrounds and add trees. The Los Angeles Living Schoolyards Coalition is working on greening LAUSD campuses.
- Explore opportunities to coordinate regionally on urban greening efforts along the LA River.
- Provide free trees to residents to plant in their front yards, especially in areas where the City right of way is too narrow to plant a tree.
- Use resilience hubs to prepare people to respond to emergencies by providing training for residents, staff, and CBOs.

Resources

- EYCEJ can support the implementation of cooling centers and resilience hubs.
- GCCOG is working on cooling centers regionally.
- Los Angeles Regional Collaborative for Climate Action and Sustainability (LARC) has an extreme-heat education campaign with the L.A. County Department of Public Health.
- Listos California has additional extreme heat resources, including informational flyers in multiple languages.

2. Building Electrification and Energy Efficiency

Shifting to cleaner energy sources was one of the most common strategies surfaced during Phase 2 of community engagement. Specifically, retrofitting buildings' electrical systems and upgrading appliances, though stakeholder groups recognized these were usually costly to do.

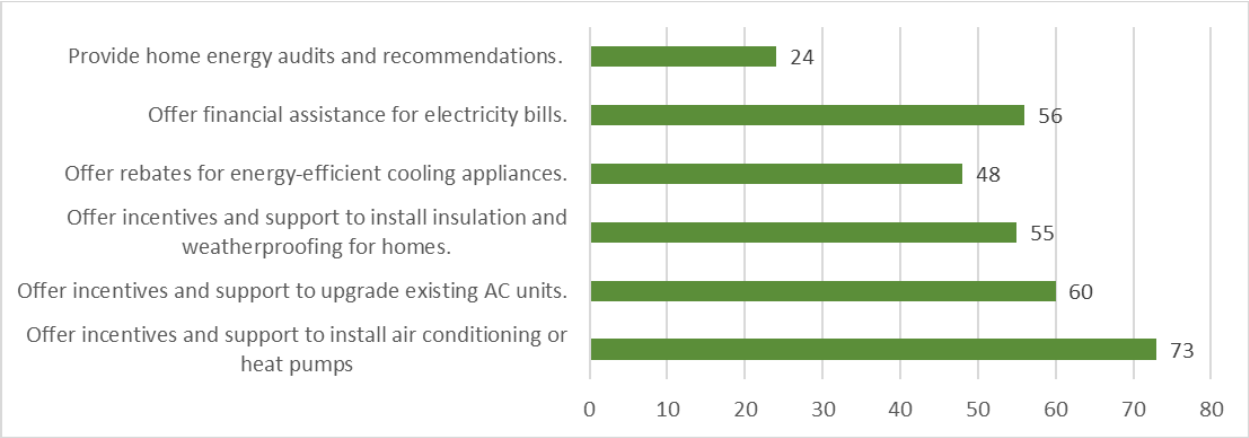
Two 2025 survey questions focused on this topic:

- **Survey Question 2:** What additional home energy assistance can the City provide to help you, and your family stay cool and keep your energy bill affordable? Please select your top three. *(Total responses: 132)*

The top four strategies selected by survey respondents were:

1. Offer incentives and support to install air conditioning or heat pumps. (73/132, 55%)

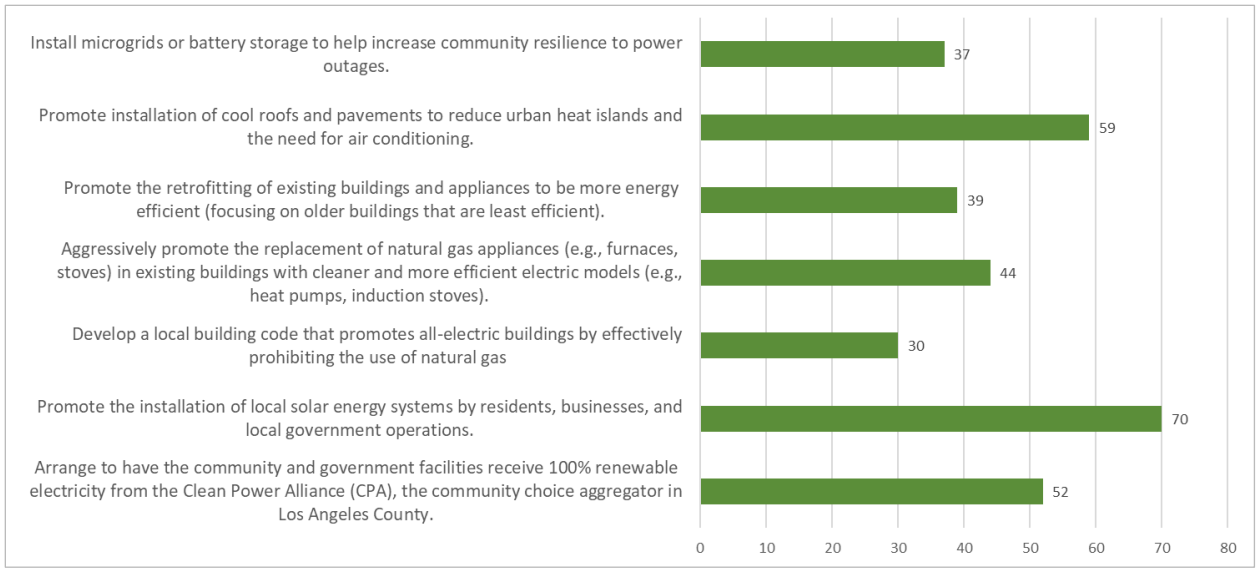
2. Offer incentives and support to upgrade existing A/C. (60/132, 45%)
3. Offer financial assistance for electricity bills. (56/132, 42%)
4. Offer incentives and support to install insulation and weatherproofing for homes. (55/132, 42%)



- **Survey Question 6:** Energy from our homes and buildings is the second-biggest contributor to the City's GHG emissions. Which of the following City actions would you support to reduce these emissions? Please select your top 3. *(Total responses: 131)*

The top three strategies selected by survey respondents were:

1. Promote the installation of local solar energy systems by residents, businesses, and local government operations. (70/131, 53%)
2. Promote installation of cool roofs and pavements to reduce urban heat islands and the need for air conditioning. (59/131, 45%)
3. Arrange to have the community and government facilities receive 100% renewable electricity from the Clean Power Alliance (CPA), the community choice aggregator in Los Angeles County. This could result in marginally higher monthly electricity payments, but account holders would have the option to revert to SCE standard service at any time. (52/131, 40%)



Municipal Code Support

Stakeholders suggested the City adopt an "air conditioner to heat pump replacement policies" or "AC2HP code" to establish requirements to replace conventional central air conditioners (not window unit conditioners) with ducted heat pumps at time of burnout; and that homes wishing to install central A/C for the first time must use heat pumps instead.

Resources

- Cities and counties interested in adopting AC2HP codes can reach out to the statewide Local Energy Codes team for additional no-cost resources and support, ranging from additional economic analyses to draft code language and more. Email info@localenergycodes.com or contact Misti Bruceri and directly at mistib@mbaenergy.com.
- Additional support is available for jurisdictions in LA and Ventura counties through CPA Reach Codes.

Retrofit Support

Advisory Committee members and stakeholders provided the following retrofitting resources:

Resources

- The emPOWER Gateway program, which increases energy efficiency for low-income households in the most severely impacted neighborhoods within the Gateway Cities subregion.
- Southern California Edison's (SCE) Charge Ready Home program provides eligible residents rebates of up to $4,200 to upgrade their home's electrical panel.
- L.A. County's Healthy Stores Refrigeration Program helps small businesses in Los Angeles' food deserts replace existing, inefficient refrigerators with new efficient models

- The State of California's Home Electrification and Appliance Rebates program provides funding for heat pumps for space heating and cooling, heat pump water heaters, cooktops, ranges, ovens, and heat pump clothes dryers, as well as electrical equipment such as electrical panel upgrades and wiring. (As of this writing, all single-family rebates are currently fully reserved. Multifamily rebates are still available.)
- South Coast AQMD's GO ZERO pilot incentive program for zero-NOx emission space and water heating appliances began on September 3, 2025.

Tenant Protection during Retrofits

Advisory Committee members and stakeholders expressed support for incorporating tenant protection measures alongside any existing building retrofits, to protect renters from displacement when landlords are making significant upgrades to residential properties. They also feel there is an underlying need for the City to continue supporting rent stabilization.

Resources

- Neighborhood Housing Services of Los Angeles County has efforts to increase home ownership.
- Sierra Club has a report on tenant protections and building electrification.

Protecting Against Energy Efficiency Scams

Committee members also noted the increase in scams related to solar installation or home energy improvements. Stakeholders emphasized the need to educate and build relationships within the community to reduce fear of scams.

To avoid scams and encourage residents to take advantage of incentives programs without fear of scams, stakeholders offered the following suggestions:

- Educate landlords and property owners about City-affiliated programs.
- Work with an official contractor and communicate about the program through official City channels.
- Offer workshops to help people understand how to participate in programs.
- Host demonstration events to show the efficacy of natural gas appliances.
- Work with an official service provider who can analyze residents' energy bills and do home visits to provide recommendations on what type of retrofits are feasible.

A Possible Clean Power Alliance Transition

In regard to joining the Clean Power Alliance (CPA), Advisory Committee members and stakeholders expressed concern about rising energy bills if the City opted for "100% Green Power," CPA's option for 100% renewable electricity. Stakeholders offered the following suggestions:

- Reach out to CPA early in the process to develop a strategy on how to educate and communicate with residents.
- Educate the community on the financial benefits of clean power, such as the health benefits, even if that benefit is not fully reflected in their utility bill.

3. Air Pollution

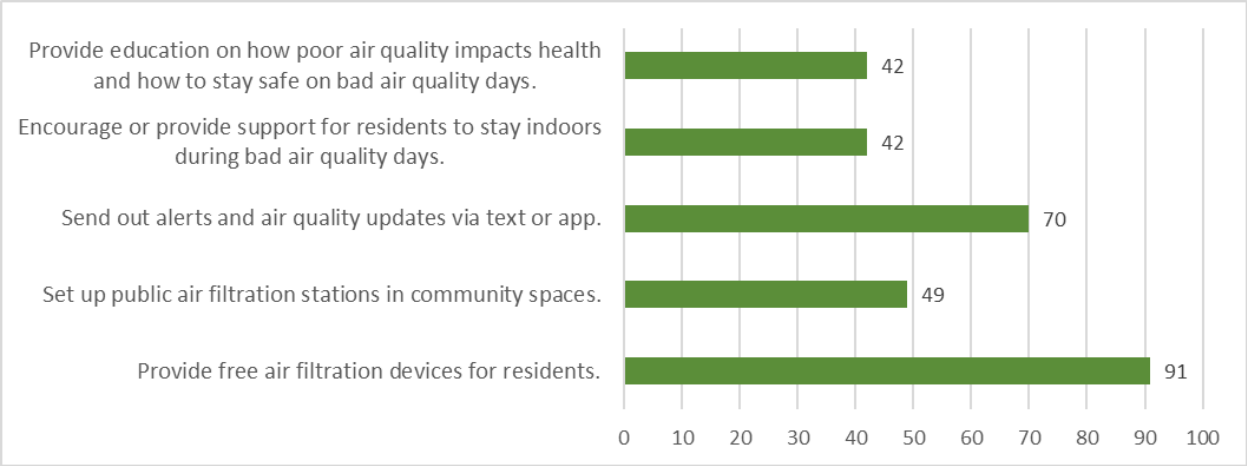
Poor air quality is also an issue of concern for Maywood residents. Advisory Committee members noted that all residents are vulnerable to air quality issues, but filtration systems and air quality improvements are especially important for schools and daycare centers.

One 2025 survey question focused on this topic:

- **Survey Question 3**: How can the City better support residents in reducing exposure to air pollution, especially during wildfires? Please select your top 3. *(Total responses: 130)*

The top three strategies selected by survey respondents were:

1. Provide free air filtration devices for residents. (91/130, 70%)
2. Send out alerts and air quality updates via text or app. (70/130, 54%)
3. Set up public air filtration stations in community spaces. (49/130, 38%)



In addition to solutions in the survey, the Advisory Committee and stakeholders strongly recommended that the City look into truck route restrictions and zoning changes to limit trucking and industrial use.

Committee members provided the following suggestions:

- Adopt an ordinance and post signage to designate truck routes, limit idling around schools, and create time restrictions for truck routes.
- Explore an amortization policy to phase out land uses that do not conform with the City's vision.
- Re-zone to allow for more corner or mid-block markets.
- Increase transit service along major corridors.

4. Transportation

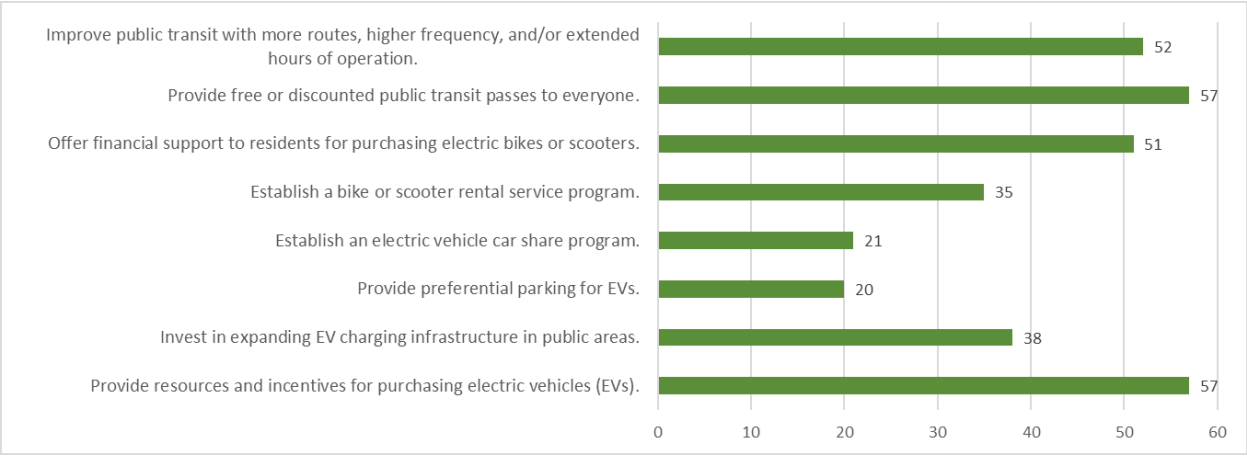
Community members, Advisory Committee members, and stakeholders recognized the need for cleaner transportation options in Maywood. Committee members felt that measures to support ZEV adoption would impact fewer residents than if the City focused on improving the active transportation and public transportation environments.

Two 2025 survey questions focused on this topic:

- **Survey Question 4:** Half of the climate-warming GHG in Maywood is from cars and trucks. One effective strategy for reducing that pollution is through cleaner transportation alternatives. Which of the following City actions would you support? Please select your top 3. *(Total responses: 131)*

The top four strategies selected by survey respondents were:

1. Provide resources and incentives for purchasing electric vehicles. (57/131, 44%)
2. Provide free or discounted public transit passes to everyone. (57/131, 44%)
3. Improve public transit with more routes, higher frequency, and/or extended hours of operation. (52/131, 40%)
4. Offer financial support to residents for purchasing electric bikes or scooters. (51/131, 39%)



- **Survey Question 5:** Another effective strategy for reducing transportation emissions is to implement policies and land use changes that reduce the need to drive and promote greener alternatives (transit, biking, walking). Which of the following strategies do you think would be most effective in Maywood or would you be most likely to support or adopt? Please select your top 3. *(Total responses: 132)*

The top three strategies selected by survey respondents were:

1. Add shade, trees, signage, and landscaping to streets that make it easier and more comfortable to walk to work, school, transit, or local errands. (67/132, 51%)
2. Target residential development near transit routes, such as the Slauson Avenue and Atlantic Boulevard corridors. (58/132, 44%)
3. Create more safe bike lanes and pedestrian walkways. (52/132, 39%)

Improving Active Transportation and Public Transportation Environments

Committee members and stakeholders recommended the following actions:

- Focus active transportation improvements on Atlantic Boulevard, Slauson Avenue, and Randolph Street.
- Improve access to Riverfront Park, schools, parks, and libraries.
- Plant more trees along sidewalks and bikelines to help with the heat.
- Align active transportation projects with neighboring cities so that streets passing through multiple cities have consistent sidewalks and bike lanes.
- Host “open street” events.
- Provide free or inexpensive bicycles and more bicycle storage.

- Create more Class I or Class IV bike lanes, especially around routes that do not have heavy car traffic.
- Create more bus routes and increase the frequency of bus service.
- Add more seating and shade structure to bus stops.
- Coordinate with LA Metro on regional connectivity.
- Accompany any parking reductions with visible amenities and benefits to the active transportation environment.
- Explore congestion pricing that can fund ongoing infrastructure improvements.
- Encourage "park once" behavior, where visitors to main corridors can park and walk.

Zero-Emission Vehicle Charging Infrastructure

Committee members encouraged the City to work with the City of Vernon to create ZEV truck charging infrastructure to improve air quality.

Resources

- The emPOWER Gateway program, which increases energy efficiency for low-income households in the most severely impacted neighborhoods within the Gateway Cities subregion.
- Southern California Edison's (SCE) Charge Ready Home program provides eligible residents rebates of up to $4,200 to upgrade their home's electrical panel. One of the most common reasons to upgrade a home's electrical panel is to install an EV charger.
- According to LARC, the City should be eligible for reimbursement of up to 70% costs if they install chargers this year.

Public Safety While Walking

Youth leaders shared that one of the benefits of living in Maywood is they could reach their school, job, and home by walking, biking, or skating. They also identified six factors that could make them and their families feel unsafe walking in Maywood:

1. Extreme heat
2. Uninviting bus stops
3. Dim street lights at night
4. Walkways too close to moving cars
5. Encounters with people with mental health issues
6. Fear of encounters with ICE agents, including fear of deportation

5. Flooding and Drought

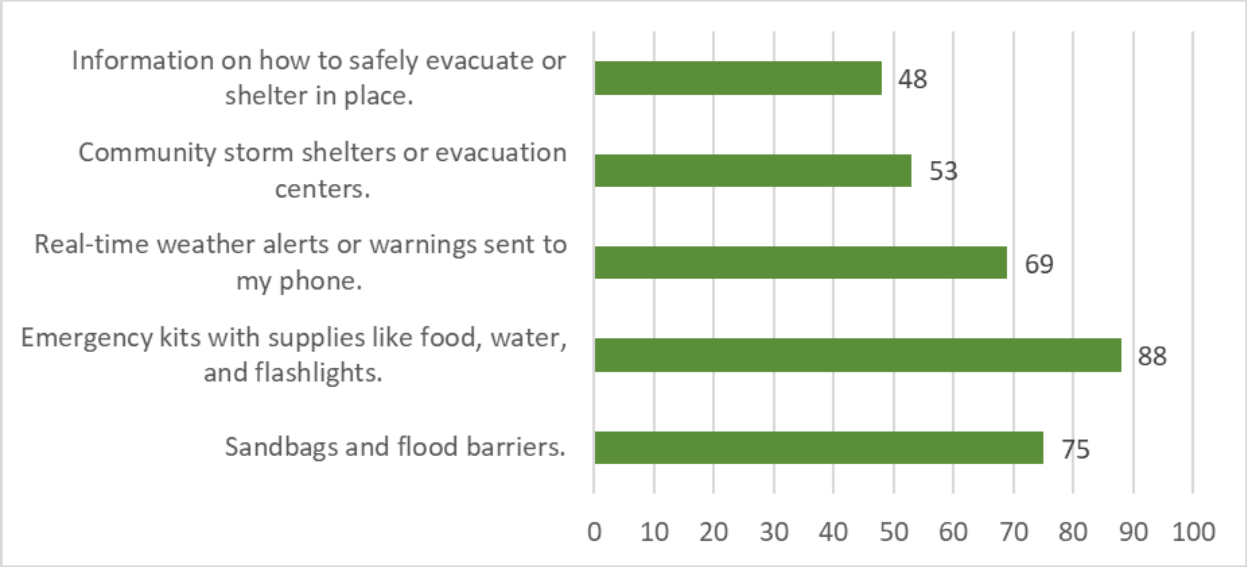
Flooding and water conservation were also top of mind for survey respondents and the Advisory Committee. See the Appendix for specific locations in Maywood that community members felt were "flood-prone." In line with the survey results, Advisory Committee members recommended that the City host educational programs and workshops, not just for flooding and water conservation, but also for topics like building electrification and active transportation.

Three 2025 survey questions focused on this topic:

- **Survey Question 8:** What types of resources would help your household prepare for storms and flooding? Select all that apply. *(Total responses: 129)*

The top three resources selected by survey respondents were:

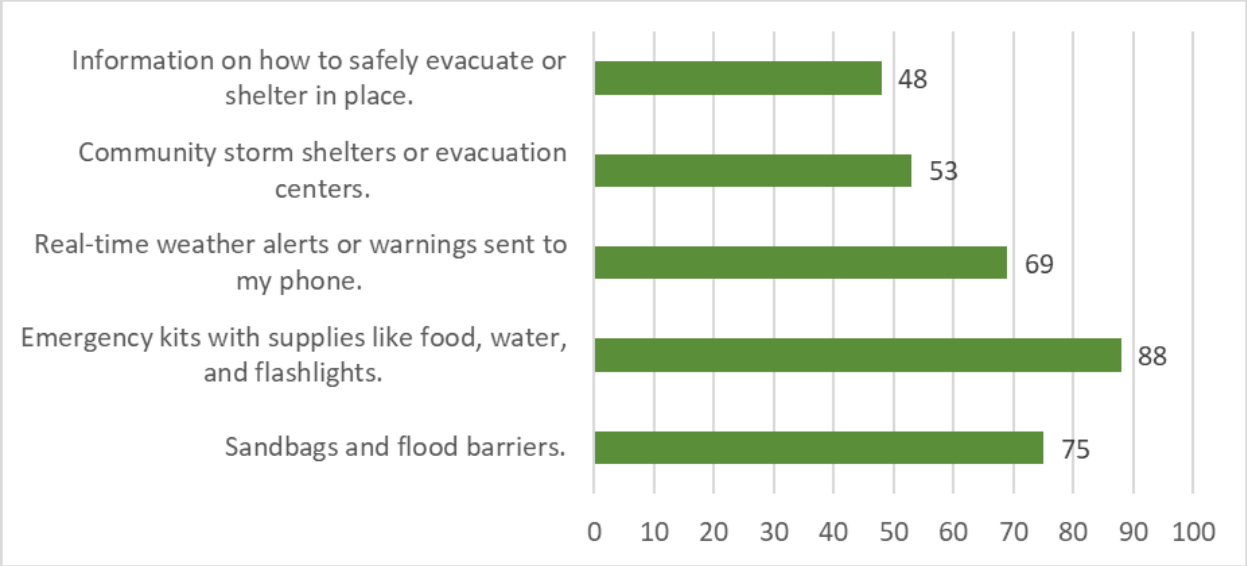
1. Emergency kits with supplies like food, water, and flashlights. (88/129, 68%)
2. Sandbags and flood barriers. (75/129, 58%)
3. Real time weather alerts or warnings sent to my phone. (69/129, 53%)



- **Survey Question 9:** What types of drought adaptation programs would be most useful for you and your family? Select all that apply. *(Total responses: 127)*

The top three programs selected by survey respondents were:

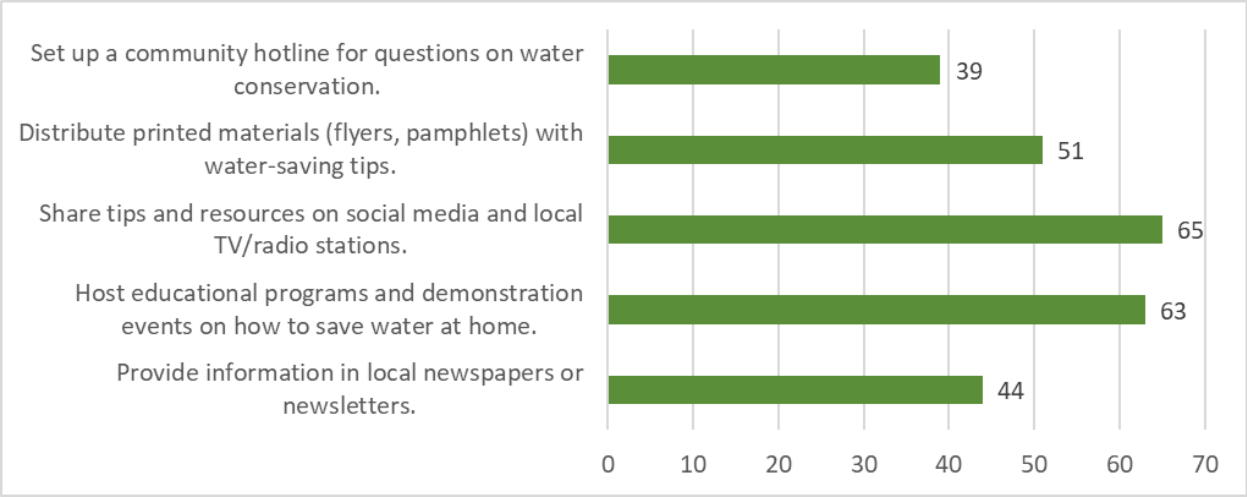
1. Discounts on water-saving appliances (e.g., low-flow toilets, water-efficient sprinklers). (78/127, 61%)
2. Financial assistance for water bills. (72/127, 57%)
3. Rebates for drought-tolerant plants and landscaping that saves water. (65/127, 51%)



- **Survey Question 10:** How would you prefer to learn about water conservation and drought programs and assistance? Select all that apply. *(Total responses: 126)*

The top three methods selected by survey respondents were:

1. Share tips and resources on social media and local TV/radio stations. (65/126, 52%)
2. Host educational programs and demonstration events on how to save water at home. (63/126, 50%)
3. Distribute printed materials (flyers, pamphlets) with water-saving tips. (51/126, 40%)



Advisory Committee members and stakeholders recommended the following actions:

- Create bioswales (channels that concentrate stormwater runoff while removing debris and pollution).
- Use permeable surfaces to prevent flooding.

- Work with residents to remove unnecessary impermeable pavement.
- Provide residents with rain barrels.
- Create an urban orchard program.
- Create an educational toolkit with simple and accessible ways for people to save water at home.

Top 10 Most-Mentioned Ideas from Community Feedback

1. **Plant More Trees and Expand Shade – 18 mentions (≈26%)**
   Includes requests for more trees on streets, in parks, near bus stops, plus shade canopies, shaded plazas, and resting areas.
2. **Cooling Centers and Heat Resilience – 11 mentions (≈16%)**
   Includes cooling centers, shaded playgrounds, splash pads, water fountains, and climate-resilient community spaces.
3. **Aquatic Center or Water Recreation – 7 mentions (≈10%)**
   Requests for an aquatic center, splash pads, or water park as family-friendly cooling and recreation options.
4. **Safer, Greener, and More Connected Streets – 7 mentions (≈10%)**
   Includes sidewalk gap repair, safer crosswalks, bike lanes (especially protected), shaded transit stops, and LA River path connections.
5. **Affordable and Accessible Transit Options – 6 mentions (≈9%)**
   Support for better bus service, bike bus programs, golf carts for local trips, and active transportation alternatives.
6. **Air Quality and Pollution Control – 6 mentions (≈9%)**
   Includes regulating factories, Sterigenics monitoring, truck traffic regulation, anti-idling enforcement, and charging stations for commercial trucks.
7. **Mosquito and Pest Control – 5 mentions (≈7%)**
   Includes mosquito treatments, repellents, fumigation, and pest control in parks.
8. **Support for Solar Energy and Energy Efficiency – 5 mentions (≈7%)**
   Includes solar panel incentives, backup battery rebates, solar-powered streetlights, central air rebates, and home insulation improvements.
9. **Community Engagement and Communication – 5 mentions (≈7%)**
   Requests for stronger communication via social media (TikTok, Instagram, YouTube), signs, PSAs, and community events; one suggestion for a City mascot.

10. **Parks and Public Spaces – 4 mentions (≈6%)**
    Requests for more parks, shaded playgrounds, clean streets, nurseries in schools, and safe/maintained public areas.

List of Flood-Prone Locations

1. **Slauson Avenue (6 mentions)**
   Specific intersections: Slauson and Gifford Avenue, Slauson and Fishburn Avenue
2. **Intersection of Atlantic Boulevard and Slauson Avenue (5 mentions)**
3. **Atlantic Boulevard (5 mentions)**
   Specific intersections: Atlantic and 58th Street, Atlantic and 55th Street, Atlantic and 61st Street
4. **Pine Avenue (3 mentions)**
   Specific Intersections: 55th Street and Pine, 56th Street and Pine
5. **Everett Avenue (3 mentions)**
   Specific intersections: Everett and 53rd Street, Everett and 52nd Street
6. **Walker Avenue (3 mentions)**
   Specific intersections: Walker and 61st Street, Walker and Randolph Street, Walker and 60th Place
7. **52nd Street (2 mentions)**
   Specific intersections: 52nd and District Boulevard
8. **Other locations:**
   a. 57th Street and Gifford Avenue
   b. 54th Street and Cudahy Avenue
   c. 61st Street and Alamo Avenue
   d. 60th Street and Flora Avenue
   e. East 55th Street
   f. Riverfront Park
   g. Fishburn Elementary School
   h. Loma Vista Elementary School
   i. LA Riverbed
   j. Maywood Park

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APPENDIX C

Greenhouse Gas Emissions Inventory and Forecast Methods

Purpose

This Appendix describes the greenhouse gas (GHG) emissions inventory accounting and forecasting methods used for the City of Maywood (City) Climate Action, Adaptation, and Resiliency Plan (CAARP). The Community GHG Inventory for the City is based on activities that occurred throughout the City during the calendar year by residents, businesses, and the City government. It provides an understanding of where GHG emissions originate and informed the development of emission reduction strategies and actions that were developed as part of the CAARP.

The 2023 Community GHG Inventory represents an update to the City's baseline community GHG Inventory for the calendar year 2010, which was prepared as a component of the CAP Framework developed by the GCCOG,[13] and a 2015 Community GHG inventory that was originally prepared by Los Angeles County in 2019 as part of the OurCounty Sustainability Plan.

The 2023 Community GHG Inventory was developed to be methodologically consistent with the previously developed 2010 and 2015 inventories. To ensure consistency, the inventory years were cross-checked for inconsistencies between emissions by sector and updated to use consistent methodologies from ICLEI's Community Protocol, where feasible. The most notable update to inventories was recalculating on-road transportation emissions using the same emissions model (EMFAC2021) across all inventory years. Additionally, socioeconomic data was adjusted to account for the latest available data from SCAG. The 2023 inventory provides a reference point for measuring progress in reducing GHG emissions over time and serves as the base year for forecasting future emissions.

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

Inventory Boundaries and Accounting Protocols

The 2023 Community GHG Inventory follows established protocols to ensure accurate and reliable data, including the Local Government Operations Protocol (LGOP) and the Global Protocol for Community-Scale Greenhouse Gas Inventories (GPC). The GHGs accounted for in this inventory include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and hydrofluorocarbons (HFCs). The two frameworks described below are from the *Greenhouse Gas Protocol*:

- **Scopes Framework:** This framework captures GHG emissions produced within the geographic boundary of the City by categorizing emissions as scope 1, 2, or 3 in each sector:
  - **Scope 1:** Emissions produced from activities and sources within the entity's boundaries;
  - **Scope 2:** Emissions generated from the use of grid-supplied electricity, heat, steam and/or cooling within the entity's boundaries; and
  - **Scope 3:** Emissions occurring outside the entity's boundaries due to activities taking place within the entity's boundaries.
- **City-Induced Framework:** This framework measures GHG emissions attributable to activities and sources within a geographic boundary and covers selected scope 1, 2, and 3 emissions from each sector. This framework offers two reporting levels:
  - **BASIC:** Includes emissions from in-boundary transportation, building energy, and in-boundary generated waste.
  - **BASIC+:** Includes all BASIC requirements as well as emissions from transmission and distribution grid losses; transboundary transportation; in-boundary generated waste emission sources; industrial processes and product use (IPPU); and agriculture, forestry, and other land use (AFOLU).

The 2023 GHG emissions inventories for the City use the City-induced BASIC+ Framework with global warming potential (GWP) values from the Intergovernmental Panel on Climate Change (IPCC) Fifth Assessment Report (AR5), unless otherwise specified (IPCC 2014). The inventory is prepared using sector-specific generation and resource consumption data for relevant subsectors included in the BASIC+ protocol. The accounting methods, data sources, and emission factors used for accounting 2023 emissions are detailed in the subsequent sections.

Data Sources

IPCC (Intergovernmental Panel on Climate Change). 2014. *Climate Change 2014: Synthesis Report*. Contribution of Working Groups I, II, and III to the Fifth Assessment Report of the IPCC. Accessed August 2025. https://archive.ipcc.ch/report/ar5/syr/.

2023 Community GHG Inventory Methods

This section describes the methods for estimating the GHG emissions from community activities and sources and presents the emissions inventory results for the year 2023. The community GHG emissions inventory for the City quantifies annual emissions from various activities occurring within the City, including emissions that occur indirectly because of those activities. The sectors included in the community inventory are:

- Energy (Electricity and Natural Gas)
- On-Road Transportation
- Off-Road Equipment
- Solid Waste
- Water
- Wastewater
- Short-lived Climate Pollutants (SLCPs)

The sector-specific methods and emissions inventories are presented below.

Energy

This sector includes emissions from energy use (electricity and natural gas) in residential and nonresidential (commercial/institutional/agricultural and manufacturing/industrial) buildings. **Table C-1** breaks down the activity use of energy for each sector. **Table C-2** presents the emission factors used for each utility.

TABLE C-1 2023 Energy Use and Emissions

Energy Sector	Activity Data	Activity Unit	Emissions ($MTCO_2e$)
ELECTRICITY	**64,402,444**	**MWH**	**10,948**
Residential Electricity	25,027,422	kWh	4,255
Nonresidential Electricity	39,375,022	kWh	6,694
NATURAL GAS	**2,293,348**	**THERMS**	**12,205**
Residential Natural Gas	1,673,395	Therms	8,905
Nonresidential Natural Gas	619,953	Therms	3,299
Total			***23,153***

TABLE C-2 2023 Energy Emission Factors

Utility/Fuel	Emission Factor	Units
SCE	375	lbs CO_2e per MWh
Residential/Commercial Natural Gas	11.73	lbs CO_2e per therm
Industrial Natural Gas	11.71	lbs CO_2e per therm

* Only residential buildings used SDG&E as a utility provider

Residential Energy

This category includes direct emissions from the consumption of natural gas and indirect emissions from grid-supplied electricity consumed by residential buildings in the City. Direct GHG emissions from natural gas consumption in residential buildings are calculated using SoCalGas natural gas consumption data and emission factors from the Climate Registry. Indirect GHG emissions from electricity consumption in residential buildings are calculated using data provided by Southern California Edison (SCE), including electricity consumption, emission factors, and power mix.

Data Sources

- Natural gas and electricity consumption data provided by SCE and SoCalGas.
- SCE Emission Factor. https://download.edison.com/406/files/20245/eix-2023-sustainability-report.pdf?Signature=No0J1wmD%2F9RyrSKOsbYW7BKWMGA%3D&Expires=1736796786&AWSAccessKeyId=AKIAJX7XEOOELCYGIVDQ&versionId=xtFaY0bJYnXT90468zJhc4oar_ZyN5Wo&response-content-disposition=attachment.
- The Climate Registry. 2024 Default Emission Factors. https://theclimateregistry.org/wp-content/uploads/2024/03/2024-Emission-Factor-Document_FINAL.pdf.
- USEPA (U.S. Environmental Protection Agency). eGRID. https://www.epC.gov/energy/emissions-generation-resource-integrated-database-egrid.

Nonresidential Energy

This category includes direct emissions from the consumption of natural gas and indirect emissions from grid-supplied electricity consumed by nonresidential buildings including commercial, municipal, institutional (such as schools, hospitals, and other public facilities), agricultural, manufacturing and industrial buildings. Direct GHG emissions from natural gas consumption in nonresidential buildings are calculated using SoCalGas natural gas consumption data and emission factors from The Climate Registry. Indirect GHG emissions from electricity consumption in nonresidential buildings are calculated using data provided by Southern California Edison (SCE), including electricity consumption, emission factors, and power mix.

Data Sources

- Natural gas and electricity consumption data provided by SCE and SoCalGas.
- SCE Emission Factor. https://download.edison.com/406/files/20245/eix-2023-sustainability-report.pdf?Signature=No0J1wmD%2F9RyrSKOsbYW7BKWMGA%3D&Expires=1736796786&AWSAccessKeyId=AKIAJX7XEOOELCYGIVDQ&versionId=xtFaY0bJYnXT90468zJhc4oar_ZyN5Wo&response-content-disposition=attachment.
- The Climate Registry. 2024 Default Emission Factors. https://theclimateregistry.org/wp-content/uploads/2024/03/2024-Emission-Factor-Document_FINAL.pdf.
- USEPA (U.S. Environmental Protection Agency). eGRID. https://www.epC.gov/energy/emissions-generation-resource-integrated-database-egrid.

On-Road Transportation

The on-road transportation sector includes GHG emissions from annual VMT of on-road passenger vehicles, trucks, and buses. **Table C-3** presents vehicle category, annual VMT, and emissions for the on-road transportation sector.

TABLE C-3 2023 Transportation Activity Data and Emissions by Vehicle Type

Vehicle Category	Annual VMT	Emissions ($MTCO_2e$)
Passenger	125,212,534	41,971
Truck	4,777,603	4,403
Bus	270,650	568
Total	***130,260,788***	***46,942***

NOTES: $MTCO_2e$ = metric tons of carbon dioxide equivalent; VMT = vehicle miles traveled

VMT for the City is estimated using a trip-based travel forecasting model developed by SCAG. SCAG's 2024 Regional Travel Demand Model, the version for which a complete dataset was available at the time of modeling, was used by Fehr and Peers to analyze the transportation network and socioeconomic data such as population, household, and employment, to forecast daily vehicle trips and VMT for each traffic analysis zone (TAZ) within the City.[14] Emissions from passenger vehicles, trucks, and buses are estimated based on VMT by each vehicle type.

[14] VMT estimates for large urban areas are commonly developed using regional travel demand models. These models are developed and periodically updated, calibrated, and validated for use in long range infrastructure planning, environmental impact assessments, and air quality conformity analyses by local and regional agencies. Trip-based travel forecasting models generate (output) daily vehicle trips for each TAZ across various trip purposes based on inputs such as the transportation network and socioeconomic data such as population, household, and employment. SCAG staff maintain a regional travel demand model that uses a four-step model process to arrive at a set of forecast vehicle trips based on the data described above.

The 2024 SCAG Regional Travel Demand Model has a base year of 2019 and horizon year of 2050. VMT for the inventory year was linearly interpolated from the 2019 and 2050 model values. Daily VMT are estimated using the origin-destination analysis approach (Full Accounting Method) and Boundary Method.

The Full Accounting Method accounts for VMT depending on where the trip starts and ends. This method tracks (and "fully accounts" for) all the vehicle trips being generated by a geographic area (i.e., a city) across the entire regional network, ana allows for the isolation of different types of VMT as follows.

- **Internal-internal (II) VMT:** Includes all trips that begin and end entirely within the geographic area of study.
- **One-half of internal-external (IX) VMT:** Includes one-half of trips with an origin within the geographic area of study and a destination outside of this area. This assumes that the geographic area under study shares half the responsibility for trips traveling to other areas.
- **One-half of external-internal (XI) VMT:** Includes one-half of trips with an origin outside of the geographic area of study and a destination within this area. Similar to the IX trips, the geographic area of study shares the responsibility of trips traveling from other areas.
- **External-external (XX) VMT:** Trips through the geographic area of study are not included. This approach is consistent with the concept used for the IX and XI trips. Therefore, the XX VMT would be assigned to other areas that are generating the trips.

The Full Accounting Method was utilized to develop the VMT estimates for the City because it more fully accounts for the length of regional travel generated in the city, not just the travel occurring on the city's roadways. VMT data were estimated for passenger/light-duty vehicles and trucks for the City.

The Boundary Method is another way to measure VMT that estimates all the travel that takes place within a specific geographic area (for example, within City boundaries) and truncates the mileage of each trip to only the distance traveled within that border. Under this method, the VMT is estimated for Los Angeles County and captures all VMT occurring on their roadways, including all through trips that neither start nor end in the jurisdiction. This is done by selecting the roadway links within the SCAG model by City. VMT is then calculated based on the link volumes and link lengths within each area.

The Boundary Method was utilized to provide an estimate of all VMT occurring within Los Angeles County. Since emissions vary by type of vehicle and by speed of travel, VMT was calculated separately for passenger/light duty vehicles, trucks, and transit (buses), and then categorized by speed bins (in 5 MPH increments) by time of day.

Emissions were calculated using the California Air Resources Board's (CARB) EMission FACtors 2021 model (EMFAC2021). EMFAC2021 generates vehicle emission rates by area, year, vehicle type, fuel type, speed, and other parameters. EMFAC2021 was run for Los Angeles County for 2023 in "emission rate" mode to generate vehicle travel emission factors for all vehicle types and fuel types

for aggregated (average) speeds. The EMFAC vehicle type categories were aligned with the three categories of VMT provided by Fehr & Peers (passenger, truck, and bus).[15] The EMFAC emission factors by vehicle type and fuel assigned to passenger VMT and truck VMT were then weighted using City-wide VMT and trip generation profiles for each vehicle type modeled in EMFAC2021.[16] **Table C-4** shows the emission factors used for each vehicle type. Note that there are three separate emission factors for each class of truck (light-heavy duty, medium-heavy duty, and heavy-heavy duty).

TABLE C-4 2023 Transportation Emission Factors by Vehicle Type

Vehicle Category	Emission Factor (gCO_2e/mile)
Passenger	335.2
Light Heavy-Duty Trucks	629.0
Medium Heavy-Duty Trucks	1,328.6
Heavy Heavy-Duty Trucks	1,757.1
Bus	2,098.2

NOTES: gCO_2e = grams of carbon dioxide equivalent
SOURCE: EMFAC2021

Data Sources

- 2024 SCAG Regional Travel Demand Model, provided by Fehr & Peers.
- Fehr & Peers Modeling Analysis (February 2025).
- EMFAC2021 Model. https://arb.ca.gov/emfac/.

Solid Waste

Emissions generated at landfills by solid waste in the City are reported under the solid waste sector. GHGs from solid waste are comprised mainly of methane (CH_4) emissions with a small percentage being attributed to CO_2 as a result of methane oxidizing in the cover soil of a landfill.

Solid waste disposal tonnage for 2023 was provided by the City. The disposed waste tonnage for each year was characterized using data from CalRecycle. Emission factors for each waste category, in units of metric tons of CH_4 per ton of waste, were obtained from the ICLEI Community Protocol. These emission factors were then applied to the characterized solid waste data to estimate GHG

[15] The "passenger vehicle" category corresponds to EMFAC vehicle categories LDA, LDT1, LDT2, MCY, and MDV. The "trucks" category corresponds to EMFAC vehicle categories LHDT1, LHDT2, MHDT, HHDT.

[16] For example, if the LDA vehicle type represents 70% of VMT at an emission rate of 300 grams CO_2 per mile and the LDT1 vehicle type represents 30% of VMT at an emission rate of 350 grams CO_2 per mile, the VMT-weighted emission rate for LDA and LDT1 vehicles combined is calculated as follows: 70% * 300 + 30% * 350 = 315 grams CO_2 per mile.

emissions associated with disposal of waste in the landfill. **Table C-5** illustrates waste volume and emissions generated by City waste.

TABLE C-5 2023 Solid waste Activity Data and GHG Emissions

Jurisdiction	Total Waste Disposal (tons)	Emissions ($MTCO_2e$)
Maywood	16,553	5,322

NOTES: $MTCO_2e$ = metric tons of carbon dioxide equivalent;

Data Sources

- CalRecycle. 2023. Disposal Facility Based Characterization of Solid Waste in California. https://www2.calrecycle.cC.gov/Publications/Details/1666.
- ICLEI. U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions. Appendix E, *Solid Waste Emission Activities and Sources*. https://icleiusC.org/ghg-protocols/.

Off-Road Equipment

The off-road equipment subsector includes emissions from heavy equipment fuel combustion (gasoline, diesel, and natural gas). **Table C-6** presents fuel usage and emissions for the off-road fleet and equipment subsector.

TABLE C-6 2023 Off-Road Equipment Activity Data and Emissions by Fuel Type

Source	Fuel Use (gallons)	Emissions ($MTCO_2e$)
Diesel	125,163	1,289
Gasoline	104,988	925
Natural Gas	46,129	267
Total	***276,369***	***2,481***

NOTES: $MTCO_2e$ = metric tons of carbon dioxide equivalent

Off-road equipment emissions were calculated using CARB's OFFROAD2021 Emissions Inventory Tool. OFFROAD2021 includes many offroad equipment types by sector and subsector. All sectors were included in the emissions inventory. Total fuel consumption by sector was provided in the OFFROAD2021 output, apportioned to from the County to the City using employment data, and used to calculate the GHG emissions using standard emission factors per gallon for diesel, gasoline, and natural gas.

Data Sources

- California Air Resources Board (CARB). OFFROAD2021 Emissions Inventory Tool: https://arb.cC.gov/emfac/offroad/emissions-inventory.

- The Climate Registry. 2024. Default Emission Factors. https://theclimateregistry.org/wp-content/uploads/2024/03/2024-Emission-Factor-Document_FINAL.pdf.

Water

This sector includes emissions from water treatment and distribution of community water use within the City. Emissions in this section were calculated by determining total water consumption in the City, calculating the distribution and treatment electricity used for the total water consumption, and estimating emissions from the electricity use. Total water consumption was estimated by extrapolating acre foot (AF) per capita water use through water service and population data provided by one of the three water companies within the City, Tri-City Mutual Water. The AF per capita water use factor was applied to the entire population of the City. Electricity use for water conveyance and treatment was estimated using the total City water consumption and electricity intensities derived from distribution electricity use provided by Tri-City Mutual Water, and South Coast region water treatment from California's Water-Energy-Climate Nexus report. Emissions from distribution and treatment electricity use was estimated using SCE emission factors.

Table C-7 breaks down water use estimates and associated emissions for each water company within the City. **Table C-8** indicates the electricity intensity factors, emission factors, and populations that were used in the water use emission calculations.

TABLE C-7 2023 Water Use, Energy Demand, and Emissions

Sector	Water Use (AF)	Electricity Use (MWh)	Emissions ($MTCO_2e$)
Maywood	3,733	2,953,383	502

TABLE C-8 2023 Water Intensity and Emission Factors

	Factor	Unit
EMISSION FACTORS		
SCE	375	lbs CO_2e per MWh
ENERGY INTENSITY FACTOR, TRI-CITY MUNICIPAL WATER		
Water Distribution	564	kWh per AF
ENERGY INTENSITY FACTORS, SOUTH COAST HYDROLOGICAL REGION		
Conventional Drinking Water Treatment	227	kWh per AF

Data Sources

- The Pacific Institute. 2021. The Future of California's Water-Energy-Climate Nexus. September 2021. Table 4. p. 18. https://pacinst.org/wp-content/uploads/2021/09/Water-Energy-Report_Sept-2021.pdf.

- SCE Emission Factor. https://download.edison.com/406/files/20245/eix-2023-sustainability-report.pdf?Signature=No0J1wmD%2F9RyrSKOsbYW7BKWMGA%3D&Expires=1736796786&AWSAccessKeyId=AKIAJX7XEOOELCYGIVDQ&versionId=xtFaY0bJYnXT90468zJhc4oar_ZyN5Wo&response-content-disposition=attachment.

Wastewater

Wastewater emissions are calculated using population-based equations from the U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions and SCAG population data. **Table C-9** breaks down wastewater emissions for the City into the different stages of wastewater treatment and the emissions associated.

TABLE C-9 2023 Wastewater Emissions

Sector	Emissions ($MTCO_2e$)
Process Emissions	21
Effluent Discharge Emissions	506
Septic Systems	156
Collection	54
Treatment	231
Total	***968***

Data Sources

- U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions, Appendix F, *Wastewater and Water Emission Activities and Sources, Version 1.1*, 2013: https://icleiusC.org/us-community-protocol/.

Short-Lived Climate Pollutants

Short-lived climate pollutant (SLCP) emissions were estimated for two categories:

1. **Mobile Sources – Vehicle Air Conditioning:** includes fluorinated gas (F-gas) emissions from vehicle air conditioning (AC) operation.
2. **Residential AC, Refrigerators, Consumer Products, MDI, Foam, Medical, and Fire Suppression:** includes F-gas emissions from residential AC operation (refrigerants), residential refrigerator use (refrigerants), use of consumer products (aerosol propellants, such as in hairspray), Metered Dose Inhaler (MDI) aerosol propellants, insulating foams, medical sterilants, and fire suppression (e.g., fire extinguishers).

The refrigerant emissions by category are presented in **Table C-10**.

TABLE C-10 2023 Refrigerant Emissions

Category	Emissions ($MTCO_2e$)
Mobile Sources	967
Residential AC, Refrigerators, Consumer Products, MDI, Foam, Medical, and Fire Suppression	3,635
Total	***4,602***

Mobile Sources – Vehicle Air Conditioning

Vehicle population data for Los Angeles County were obtained from EMFAC2021. VMT data were obtained from the SCAG 2024 Regional Model. Emission rates for vehicle air conditioning (AC) were obtained from CARB's statewide inventory F-Gas model (Gallagher 2023). Off-road vehicle data was obtained from CARB's OFFROAD2021 model.

Average vehicle total refrigerant loss rates for light-duty autos (0.17 lbs/yr), heavy-duty vehicles (0.91 lbs/yr), buses (2.95 lbs/yr), and off-road vehicles (0.91 lbs/yr) (Gallagher 2015) were multiplied by statewide speciation values for each relevant refrigerant type including HFC-125, HFC-134a, HFC-143a, and HFO-1234yf to determine average vehicle refrigerant loss rates by refrigerant types. CFC-12 and HCFC-22 were not included because these refrigerants are being phased out under the Montreal Protocol and were not included in the statewide GHG inventory.

For on-road vehicles, these loss rates were then multiplied by the total vehicle populations for each vehicle type category for Los Angeles County (obtained from EMFAC2021) to determine City-wide refrigerant loss emissions. These emissions were multiplied by the GWP values from the IPCC AR4 report, consistent with the statewide GHG inventory. Emission factors were derived on a per-VMT basis (grams per mile) using Citywide VMT from the EMFAC2021 model. These emission factors were then multiplied by City-specific VMT obtained from the SCAG 2024 Regional Model (see On-Road Transportation sector above).

For off-road vehicles, the average vehicle loss rate was multiplied by the total vehicle populations for each vehicle type category for Los Angeles County (obtained from the OFFROAD2021 model) to determine City-wide refrigerant loss emissions. These emissions were multiplied by the GWP values from the IPCC AR4 report, consistent with the statewide GHG inventory. Citywide emissions were apportioned to the unincorporated City using employment data, following the same approach as was used to apportion gallons of fuel consumed as described in the Off-road Emission sector.

Residential AC, Refrigerators, Consumer Products, Metered-Dose Inhalers, Foam, Medical, and Fire Suppression

F-gas emissions were obtained from CARB's statewide inventory F-Gas model (Gallagher 2023). Statewide population and housing data were obtained from the California Department of Finance (CA DOF) (CA DOF 2023).[17] City population and housing data were obtained from the SCAG 2024 Regional Model.

Statewide refrigerant emissions for residential AC and refrigerators were scaled based on housing. This approach was recommended by CARC.[18] Statewide housing estimates were obtained from the California Department of Finance;[19] City-specific housing data were obtained from the SCAG 2024 Regional Model. Emissions of HFC-32, HFC-125, HFC-134a, and R-600a Isobutane were included. As discussed above, CFC-12 and HCFC-22 were not included.

Statewide refrigerant emissions for consumer products, metered-dose inhalers (MDI), foam, medical, and fire suppression were scaled based on population. This approach was recommended by CARC.[20] Statewide population estimates were obtained from the California Department of Finance; [21] City-specific population data were obtained from the SCAG 2024 Regional Model. Emissions of HFC-32, HFC-125, HFC-134a, and R-600a Isobutane were included. As discussed above, CFC-12 and HCFC-22 were not included.

Data Sources

- CA DOF (California Department of Finance), Population and Housing Estimates, 2023: https://dof.cC.gov/forecasting/demographics/estimates/
- CARB, EMFAC2021 Model: https://arb.cC.gov/emfac/emissions-inventory/c3a757e884363e857de19a89c291e03223b875bc
- CARB, OFFROAD2021 Emissions Inventory Tool: https://arb.cC.gov/emfac/offroad/emissions-inventory
- Gallagher, Glenn, Air Pollution Specialist, California Air Resources Board Research Division, email communication, February 20, 2023.
- Gallagher, Glenn, 2015, ARB Methodology to Estimate GHG Emissions from ODS Substitutes.

[17] CA DOF, Population and Housing Estimates, 2023. https://dof.cC.gov/forecasting/demographics/estimates/
[18] Gallagher, Glenn, Air Pollution Specialist, California Air Resources Board Research Division, email communication, February 20, 2023.
[19] CA DOF, Population and Housing Estimates, 2023. https://dof.cC.gov/forecasting/demographics/estimates/
[20] Gallagher, Glenn, Air Pollution Specialist, California Air Resources Board Research Division, email communication, February 20, 2023
[21] CA DOF, Population and Housing Estimates, 2023. https://dof.cC.gov/forecasting/demographics/estimates/

Emissions Forecasting Methods

This section describes the approach used to forecast future emissions based on current population and regional growth trends, land use growth patterns, and current regulations and policies. The business-as-usual (BAU) forecast projects the growth in GHG emissions that would occur if no further action were to be taken by the City or the State of California after 2023, based on the continuation of existing trends in demographic growth (such as population and housing. The Adjusted BAU forecast provides an estimate of future emission that accounts for the expected outcomes of federal and state regulatory actions.

Emissions forecasts are based on the 2023 baseline inventory along with socio-economic trends, population growth, historic emission patterns, and existing policies and legislation that affect GHG emissions. Each sector was forecasted to 2035 and 2045 using the socioeconomic data (SED) obtained from the 2024 SCAG Regional Travel Demand Model (2024 RTDM), which was used by Fehr & Peers to model future VMT. The 2024 RTDM is aligned with SCAG's 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal. Population, housing, employment by sector, and VMT data were provided for 2035 and 2045 for the unincorporated City.

Business-As-Usual

The BAU forecast represents future emissions based on current population and regional growth trends, land use growth patterns, and regulations or policies which that were in effect prior to the 2023 baseline year. The BAU scenario demonstrates the growth in GHG emissions that would occur if no further action were to be taken by the City, State, or Federal government after 2023.

Adjusted Business-As-Usual

The Adjusted BAU forecast accounts for emissions reductions that are expected to result from the following programs and policies:

- California's Renewable Portfolio Standard (RPS) program, Senate Bill 100 (SB 100), and Senate Bill 1020 targets for renewable energy;
- Advanced Clean Cars I and II (ACCI & ACCII) and Pavley;
- CALGreen Title 24 energy efficiency standards and;
- Senate Bill 1383 (SB 1383)

Each of these adjustments is explained in the following sections.

Regulatory Actions

Renewables Portfolio Standard and SB 87 7

The Clean Energy and Pollution Reduction Act of 2015, or Senate Bill 350 (Chapter 547, Statutes of 2015) was approved by Governor Brown on October 7, 2015. SB 350 increased the standards of the California RPS program by requiring that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased from 33% to 50% by December 31, 2030. On September 10, 2023, Governor Brown signed SB 100, establishing that 100% of all electricity in California must be obtained from renewable and zero-carbon energy resources by December 31, 2045. SB 100 also creates new standards for the RPS goals that were established by SB 350 in 2015. Specifically, the bill increases required energy from renewable sources for both investor-owned utilities and publicly owned utilities from 50% to 60% by 2030. Incrementally, these energy providers must also have a renewable energy supply of 33% by 2020, 44% by 2024, and 52% by 2027. The updated RPS goals are considered achievable, since many California energy providers are already meeting or exceeding the RPS goals established by SB 350. The Adjusted BAU forecast accounts for these renewable energy targets, as discussed below.

To account for California's RPS targets under SB 100 in the Adjusted BAU forecast, the GHG emission factors for electricity consumption were adjusted. These emission factors represent indirect GHG emissions generated at power plants and are applied to electricity consumption in the City. The RPS has the effect of lowering indirect emissions associated with electricity consumption because it mandates increasing percentages of renewable sources of power supplied by electricity utilities in future years. The RPS requires 60% eligible renewables by 2030 and 100% carbon-free by 2045.[22]

To adjust for the RPS in future years, indirect electricity emission factors reported for each utility within the City, along with the energy power mix, were collected for the years 2023–2021. The CEC reports power mix data in Power Content Labels; these are available through 2021 for all utilities.[23] Based on data reported for 2023–2021, a composite "non-RPS" emission intensity factor was generated for each year. This factor is calculated based on the reported total emission factor and the non-RPS power mix. Then, for each forecast year (2030 and 2045), an emission factor for total delivered electricity was calculated based on these composite "non-RPS" emission intensity factors for each reported year and the projected RPS requirement for eligible renewables for each year.

[22] RPS-eligible resources include solar, wind, geothermal, small hydroelectric, or biopower facilities that are located within the Western Electricity Coordinating Council (WECC) region, which encompasses fourteen western U.S. states and portions of Canada and Mexico. The majority of RPS-eligible electricity currently comes from solar and wind. Large hydroelectric dams and nuclear facilities, two major sources of carbon-free power, are not RPS-eligible.

[23] California Energy Commission (CEC), Power Content Labels, 2021. https://www.energy.cC.gov/programs-and-topics/programs/power-source-disclosure-program/power-content-label/annual-power-1. Accessed January 2024.

Pavley Vehicle Standards and Advanced Clean Cars I

In 2002, Governor Gray Davis signed AB 1493. AB 1493 requires that CARB develop and adopt, by January 1, 2005, regulations that achieve "the maximum feasible reduction of greenhouse gases emitted by passenger vehicles and light-duty trucks and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State." To meet the requirements of AB 1493, in 2004 CARB approved amendments to the California Code of Regulations, adding GHG emissions standards to California's existing standards for motor vehicle emissions. All mobile sources are required to comply with these regulations as they are phased in from 2009 through 2016. These regulations are known as the Pavley standards (named for the bill's author, State Senator Fran Pavley).

In January 2012, pursuant to Recommended Measures T-1 and T-4 of the Original Scoping Plan, CARB approved the Advanced Clean Cars I Program, an emissions-control program for model year 2017 through 2025. The program combines the control of smog, soot, and GHGs with requirements for greater numbers of zero-emission vehicles. By 2025, when the rules will be fully implemented, the new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions. The program also requires car manufacturers to offer for sale an increasing number of zero-emission vehicles (ZEVs) each year, including battery electric, fuel cell, and plug-in hybrid electric vehicles. In December 2012, CARB adopted regulations allowing car manufacturers to comply with California's GHG emissions requirements for model years 2017–2025 through compliance with the EPA GHG requirements for those same model years.[24] The EMFAC2021 model incorporates Pavley and ACCI, therefore, the Adjusted BAU forecasts accounts for these vehicle fleet efficiency standards.

Advanced Clean Cars II

Governor Gavin Newsom signed an executive order (Executive Order No. N-79-20) on September 23, 2020, which would phase out sales of new gas-powered passenger cars by 2035 in California with an additional 10-year transition period for heavy vehicles. The State would not restrict used car sales, nor forbid residents from owning gas-powered vehicles. In accordance with the Executive Order, CARB is developing a 2020 Mobile Source Strategy, a comprehensive analysis that presents scenarios for possible strategies to reduce the carbon, toxic and unhealthy pollution from cars, trucks, equipment, and ships. The strategies will provide important information for numerous regulations and incentive programs going forward by conveying what is necessary to address the aggressive emission reduction requirements.

The primary mechanism for achieving the ZEV target for passenger cars and light trucks is CARB's ACC II Program. The ACC II regulations will focus on post-2025 model year light-duty vehicles, as requirements are already in place for new vehicles through the 2025 model year. A rulemaking

[24] Advanced Clean Car I program information available online at: https://ww2.arb.cC.gov/our-work/programs/advanced-clean-cars-program/about. Accessed January 2024.

package was presented to the Board in June 2022 and was adopted on November 30, 2022. The Adjusted BAU forecast accounts for these vehicle fleet efficiency standards by implementing ACCII adjustment factors to EMFAC2021 model outputs.

CAL Green (Title 24 Building Energy Efficiency Standards)

The CEC first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the State. Although not originally intended to reduce GHG emissions, increased energy efficiency and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically (typically every three years) to allow for the consideration and inclusion of new energy efficiency technologies and methods (CEC 2016). The current Title 24, Part 6 standards (2019 standards) were made effective on January 1, 2020. The new Title 24, Part 6 standards (2022 standards) were adopted by the CEC in August 2021 and became effective on January 1, 2023. The Adjusted BAU forecasts accounts for these updates to Title 24, as discussed below.

Under the Adjusted BAU scenario, energy use was adjusted to reflect the effects of Title 24 standards. Title 24 Building Efficiency Standards are updated every three years by the California Energy Commission. Energy efficiency improvements were determined by estimating the increased energy efficiency percentages for the 2019 Title 24 standards (CEC 2020) implemented in 2020, and the 2022 standards implemented in 2023 (CEC 2021a). The 2019 percentages are based on CEC estimates for residential and nonresidential buildings and assume that the solar photovoltaic (PV) requirement is met. The 2022 percentages were calculated based on CEC's Draft Environmental Impact Report for the 2022 standards which outlines the changes in building energy use from the 2019 to 2022 standards on a project-by-project basis (CEC 2021b). Weighted averages were taken to generate efficiency change values for single and multifamily residential buildings for both electricity and natural gas. Because energy efficiency increases are unknown after implementation of 2022 Title 24 Standards, the 2022 Title 24 efficiency increases are applied to future years.

SB 1383

California Senate Bill 1383 (SB 1383) aims to reduce short-lived climate pollutants by cutting organic waste disposal by 75 percent from 2014 levels by 2025. It mandates all jurisdictions to provide organic waste collection services for residents and businesses, including food, green material, and other organic waste. As of January 1, 2022, residents and businesses must separate organic waste into designated bins. The bill also requires the recovery of at least 20 percent of currently disposed edible food by 2025 to combat food waste. SB 1383 is part of California's broader strategy to address climate change and improve air quality by reducing methane emissions from landfills. The Adjusted BAU forecast of the community solid waste sector accounts for SB 1383 based on the goal of reducing organic waste disposal by 75 percent from 2014 levels by 2025.

BAU and Adjusted BAU Forecasts

Table C-11 presents the SED used for the BAU and Adjusted BAU forecast, while **Table C-12** indicates which sets of socioeconomic and activity data were used to forecast each sector. **Table C-13** details the community inventory along with 2035 and 2045 emissions forecast broken down by sector and subsector.

TABLE C-11 Maywood Socioeconomic Data

Metric	2023	2035	2045
Population	25,631	25,656	25,677
Households	6,559	6,727	6,867
Employment	4,149	4,207	4,254
Service Population	29,780	29,862	29,931

NOTE: Service population is the sum of population and employment.
SOURCE: Fehr & Peers, 2025

TABLE C-12 Community Forecasting Methods by Sector

Sector	Activity Data	Forecast Metric Used
Residential Energy	Electricity consumption (MWh) and natural gas consumption (therms)	Households
Nonresidential Energy	Electricity consumption (MWh) and natural gas consumption (therms)	Service Population
Transportation	Vehicle miles traveled (VMT)	Population, Households, Employment
Solid Waste	Waste disposed (tons)	Service Population
Water	Water use (AF)	Service Population
Wastewater	Wastewater emissions ($MTCO_2e$)	Service Population

TABLE C-13 Community Inventory, BAU, and Adjusted BAU Forecasts by Sector ($MTCO_2e$)

Sector	Baseline	BAU		Adjusted BAU	
	2023	2035	2045	2035	2045
On-Road Transportation	46,942	45,509	44,314	21,263	8,973
Natural Gas	12,205	12,442	12,640	12,183	12,131
Electricity	10,536	10,663	10,769	1,761	0
Solid Waste	5,322	5,327	5,331	5,317	5,321
Short-Lived Climate Pollutants (SLCP)	4,602	4,663	4,727	4,663	4,727
Off-Road Equipment	2,481	2,471	2,573	2,471	2,573
Water & Wastewater	3,519	3,523	3,527	1,888	684
Total	***85,607***	***84,598***	***83,881***	***49,546***	***34,410***

Appendix C References Cited

California Energy Commission (CEC). 2016. Building Energy Efficiency Standards for residential and nonresidential buildings: Title 24, Part 6 and associated administrative regulations (2016 standards) (CEC-400-2015-037-CMF). Sacramento, CA: California Energy Commission. https://www.energy.ca.gov/sites/default/files/2021-06/CEC-400-2015-037-CMF.pdf

CEC. 2020. 2019 Building Energy Efficiency Standards FAQ. Accessed January 2022. https://www.energy.cC.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_adC.pdf.

CEC. 2021a. 2022 Building Energy Efficiency Standards Summary. Accessed January 2022. https://www.energy.cC.gov/sites/default/files/2021-08/CEC_2022_EnergyCodeUpdateSummary_ADC.pdf.

CEC. 2021b. *Draft Environmental Impact Report: Amendments to the Building Energy Efficiency Standards (2022 Energy Code)*. May 19, 2021. https://www.energy.cC.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency. Accessed January 2022.

APPENDIX D

Greenhouse Gas Reduction Measure Quantification Methods

Purpose

This appendix describes the methods for quantifying greenhouse gas (GHG) emissions reductions for the measures listed in the City of Maywood (City) Climate Action, Adaptation, and Resiliency Plan (CAARP).

Introduction

Calculation methods for described for GHG reduction measures associated with municipal government and community activities. These emissions reductions occur beyond those associated with the federal and state regulations and policies that are accounted for in the Adjusted BAU forecast. Reduction measures are categorized into seven sectors: Clean Energy (E), Green Buildings & Infrastructure (B), Zero-Emission Vehicles (V), Mobility (M), Off-Road Equipment Electrification (O), Recycling & Organic Waste Diversion (R), and Water Conservation & Reuse (W). Measures in the CAARP that are quantified for GHG reductions include the following:

- E1: Procure Zero-Carbon Electricity for Residences and Businesses
- E2: Increase Local Solar Energy Production
- B1: Improve Energy Efficiency of Existing Buildings
- B2: Retrofit Existing Buildings to Be All-Electric
- V1: Provide Supporting Infrastructure for EVs
- M1: Expand Access to Public Transit
- M2: Promote Transit-Oriented Development

- M3: Promote Active Transportation
- M4: Support Employer Transportation Demand Management (TDM) Programs
- M5: Reform Parking Policies
- O1: Support Off-Road Equipment Electrification
- R1: Divert Organic Waste from the Landfill

Greenhouse Gas Reduction Measures

Energy Measure Order of Implementation

To prevent double counting of GHG reductions from building energy measures, quantification methods adjust for overlapping effects. Specifically, the baseline activity data (i.e., electricity and natural gas consumption) depends on the sequence in which measures are applied. For example, grid electricity savings from solar generation under Measure E2 are subtracted from the adjusted BAU electricity use for the relevant building sector and the resulting electricity usage then becomes the new "baseline" activity data for subsequent measures, such as Measure E1. For calculation purposes, it was assumed that measures are implemented in the following order:

1. Measure E2: Increase Local Solar Energy Production
2. Measure E1: Procure Zero-Carbon Electricity for Residences and Businesses
3. Measure B1: Improve Energy Efficiency of Existing Buildings
4. Measure B2: Retrofit Existing Buildings to Be All-Electric

Clean Energy (E)

E1: Procure Zero-Carbon Electricity for Residences and Businesses

TABLE D-1 Measure E1 GHG Reductions

Year	GHG Reductions ($MTCO_2e$)
2035	1,440
2045	0

NOTE: $MTCO_2e$ = metric tons of carbon dioxide equivalent

Description

Measure E1 focuses on increasing the amount of carbon-free electricity the City purchases from its utility.

Performance Goals

- **2035:** 100% participation (community-wide) of utility customers purchasing 100% zero-carbon electricity.
- **2045:** Under state law, all utility-provided electricity in California will be carbon free

Modeling Approach

GHG emissions reductions from Measure E1 were estimated based on the electricity characteristics that would result after implementation of E2. The emissions reductions for each target year were calculated by applying the anticipated percent of zero-carbon electricity to the adjusted BAU emission factors for that year and then multiplying the resulting emission factor by the baseline electricity usage. For example, the adjusted BAU emission factor in 2035 is 59.6 lb CO2e/MWh and the performance goal in 2035 assumes that 100% of electricity will be carbon-free. Therefore, there is a 100% reduction in the adjusted BAU emission factor resulting in a new emission factor of 0 lb CO2e/MWh. Emission reductions in 2045 are assumed to be zero under adjusted BAU conditions because California's grid is legally mandated to reach 100% carbon-free electricity generation sources by 2045 under the Renewables Portfolio Standard (SB 100).

Assumptions

- All grid-supplied electricity is carbon-free by 2045.

Data Sources

- SCE Emission Factor. https://www.energy.ca.gov/programs-and-topics/programs/power-source-disclosure-program/power-content-label
- Clean Power Alliance Emission Factor. https://www.energy.ca.gov/sites/default/files/2020-01/2018_PCL_Clean_Power_Alliance.pdf.
- CEC. 2025. "Power Content Label." https://www.energy.ca.gov/programs-and-topics/programs/power-source-disclosure-program/power-content-label.
- The Climate Registry. 2023. Default Emission Factors. June 2023. https://theclimateregistry.org/wp-content/uploads/2023/06/2023-Default-Emission-Factors-Final-1.pdf.
- California Public Utilities Commission. 2025. "Renewables Portfolio Standard (RPS) Program." https://www.cpuc.ca.gov/rps/.

E2: Increase Local Solar Energy Production

TABLE D-2 Measure E2 GHG Reductions

Year	GHG Reductions ($MTCO_2e$)
2035	321
2045	0

NOTE: $MTCO_2e$ = metric tons of carbon dioxide equivalent

Description

Expand energy storage and local renewable energy generation.

Performance Goals

Community

- **2035:** Install rooftop solar panels on 15% of eligible roofs.
- **2045:** Install rooftop solar panels on 50% of eligible roofs

Municipal

- **2035:** Install rooftop solar panels on 15% of eligible City building roofs
- **2045:** Install rooftop solar panels on 50% of eligible City building roofs

Modeling Approach

Measure E2 estimates emissions reductions from the use of solar PV-supplied electricity in place of grid-supplied electricity. The number of solar-eligible rooftops and median system size (in kW) was estimated using Google's Project Sunroof, which analyzes satellite imagery, weather data, and total roof space to determine the number of rooftops that could support solar and the associated capacity. The system size (in kW) for each target year was entered into the National Renewable Energy Laboratory (NREL) PVWatts calculator for a project located in Maywood to determine the average annual system electricity production (or system output) in kWh. GHG emissions reductions were calculated by multiplying the total solar production by the electricity emission factor. Emission reductions in 2045 are assumed to be zero because California's grid is legally mandated to reach 100% carbon-free electricity generation sources by 2045 under the Renewables Portfolio Standard (SB 100).

Assumptions

- All grid-supplied electricity is carbon-free by 2045.

Data Sources

- SCE Emission Factor. https://www.energy.ca.gov/programs-and-topics/programs/power-source-disclosure-program/power-content-label
- Clean Power Alliance Emission Factor. https://www.energy.ca.gov/sites/default/files/2020-01/2018_PCL_Clean_Power_Alliance.pdf.
- CEC. 2025. "Power Content Label." https://www.energy.ca.gov/programs-and-topics/programs/power-source-disclosure-program/power-content-label.
- The Climate Registry. 2023. Default Emission Factors. June 2023. https://theclimateregistry.org/wp-content/uploads/2023/06/2023-Default-Emission-Factors-Final-1.pdf.
- California Public Utilities Commission. 2025. "Renewables Portfolio Standard (RPS) Program." https://www.cpuc.ca.gov/rps/.
- Google Project Sunroof. 2019. "Estimated rooftop solar potential of Maywood, CA." https://sunroof.withgoogle.com/data-explorer/place/ChIJFa5PUMPOwoARN3_-Bdevm8M/#?overlay=flux.

Green Buildings & Infrastructure (B)

B1: Improve Energy Efficiency of Existing Buildings

TABLE D-3 Measure B1 GHG Reductions

Year	GHG Reductions ($MTCO_2e$)
2035	3,623
2045	7,239

NOTE: $MTCO_2e$ = metric tons of carbon dioxide equivalent

Description

Measure B1 focuses on reducing energy consumption in residential and commercial buildings through efficiency upgrades, operational improvements, and behavioral change.

Performance Goals

Community

- **2035:** Reduce the energy intensity of existing (as of 2025) residential and commercial buildings by 30%.
- **2045:** Reduce the energy intensity of existing (as of 2025) residential and commercial buildings by 60%.

Municipal

- **2035:** Reduce the energy intensity of existing (as of 2025) City buildings by 30%.
- **2045:** Reduce the energy intensity of existing (as of 2025) City buildings by 60%.

Modeling Approach

Calculations for Measure B1 use the activity data (electricity and natural gas use and associated GHG emissions) for existing residential and nonresidential land uses after implementation of Measure E2. The baseline year for existing development is assumed to be 2025 because that is the earliest date that the CAARP could be adopted and go into effect. In other words, Measure B1 would apply to the built environment through the end of 2024. This new "baseline" energy use was then multiplied by the measure goal (i.e., the energy savings associated with eligible residential and nonresidential buildings performing a retrofit) to determine the total building energy usage subject to energy retrofits under Measure B1. GHG emissions after implementation of Measure B1 were then calculated using emission factors specific to the City. GHG emissions for natural gas savings were calculated using the emission factors of 0.00531 $MTCO_2e$ per therm for residential and commercial buildings and 0.00532 $MTCO_2e$ per therm for industrial buildings.

Assumptions

- Existing building stock represents the built environment through the year 2025.

Data Sources

- SCE Emission Factors. https://www.edison.com/sustainability/sustainability-report.
- Clean Power Alliance Emission Factor. https://www.energy.ca.gov/sites/default/files/2020-01/2018_PCL_Clean_Power_Alliance.pdf.
- UC Irvine, Physics and Astronomy. 2021. "Energy Units and Conversions." Accessed August 2025. https://www.physics.uci.edu/~silverma/units.html.

B2: Retrofit Existing Buildings to Be All-Electric

TABLE D-4 Measure B2 GHG Reductions

Year	GHG Reductions ($MTCO_2e$)
2035	856
2045	2,935

NOTE: $MTCO_2e$ = metric tons of carbon dioxide equivalent

Description

Measure D-4 supports the transition of existing buildings in the community from natural gas and other fossil fuel use to all-electric systems.

Performance Goals

Community

- **2035:** Decarbonize 10% of existing (as of 2025) residential and commercial building energy
- **2045:** Decarbonize 60% of existing (as of 2025) residential and commercial building energy Modeling Approach

Municipal

- **2035:** Decarbonize 10% of existing (as of 2025) City building energy
- **2045:** Decarbonize 60% of existing (as of 2025) City building energy

Modeling Approach

Calculations for Measure B2 use the activity data (electricity and natural gas) and GHG emissions for existing residential and nonresidential land uses in 2025 as a baseline for existing development because this is the earliest date that the CAARP could be adopted and go into effect. Activity data and emissions were interpolated for 2025 using the 2023 activity data and emissions and the adjusted BAU forecast activity data and emissions for 2035 and 2045. Electricity use was used as a proxy for building decarbonization (i.e., it was assumed that decarbonization means switching from fossil natural gas to electricity). To quantify the amount of natural gas displaced by electricity, the total therms in applicable buildings was multiplied by the electrification percentage for each building type (residential and nonresidential) for each target year. The emissions reduction associated with that conversion was estimated using a standard conversion factor of 29.3 kWh per therm (UC Irvine, Physics and Astronomy 2021). Any increase in emissions resulting from the increased use of electricity was also factored in, using grid emission factors specific to the City and the target year.

Assumptions

- Electricity use was used as a proxy for building decarbonization (i.e., decarbonization means switching from fossil natural gas to zero-carbon electricity).
- There is no efficiency loss when converting natural gas to electricity.
- Existing development represents emissions and activity data in 2025.

Data Sources

- SCE Emission Factors. https://www.edison.com/sustainability/sustainability-report.
- Clean Power Alliance Emission Factor. https://www.energy.ca.gov/sites/default/files/2020-01/2018_PCL_Clean_Power_Alliance.pdf.
- UC Irvine, Physics and Astronomy. 2021. “Energy Units and Conversions.” Accessed August 2025. https://www.physics.uci.edu/~silverma/units.html.

Zero-Emission Vehicles (V)

V1: Provide Supporting Infrastructure for EVs

TABLE D-5 Measure D-E3 GHG Reductions

Year	GHG Reductions ($MTCO_2e$)
2035	2,395
2045	991

NOTE: $MTCO_2e$ = metric tons of carbon dioxide equivalent

Description

Increase the zero-emission vehicle (ZEV) market share for on-road passenger vehicles.

Performance Goals

Community

- **2035:**
  - Install 500 public EV chargers in the city
  - 55% of all passenger vehicles in Maywood are ZEV (15% higher than state projections)
- **2045:** 95% of all passenger vehicles in Maywood are ZEV (17% higher than state projections)

Municipal

- **2035:** Install 5 public EV chargers at City-owned facilities
- **2045:** Install 10 EV chargers at City-owned facilities

Modeling Approach

GHG emissions reductions from on-road passenger vehicle decarbonization were estimated using the total passenger vehicle Adjusted BAU emissions as the baseline. The EV adoption percentage goals for each target year were then applied to the passenger vehicle VMT to estimate the passenger vehicle VMT and emissions reductions from V1. This measure also accounts for the fact that decarbonization of passenger vehicles would lead to an increase in electricity use, which is estimated by applying an electric vehicle (EV) fuel efficiency factor (in kWh per mile) to the electrified percentage of passenger vehicle VMT for each target year. The fuel efficiency factor is derived from CARB's EMFAC2021 model. The GHG emissions from the increase in electricity use for each target year were calculated using electricity emission factors specific to the City and the target year. Net emissions reductions were calculated as the difference between the reduction in passenger vehicle gasoline and diesel tailpipe emissions and the increase in indirect electricity emissions from EV charging.

Assumptions

- Daily VMT reductions are annualized by multiplying by 347 days.
- Passenger vehicle category corresponds to the EMFAC vehicle categories LDA, LDT1, LDT2, MCY, and MDV.
- Reduced passenger vehicle VMT is replaced with alternative modes of transportation that produce zero GHG emissions per mile traveled.

Data Sources

- CARB. EMFAC2021. https://arb.ca.gov/emfac/.
- Fehr & Peers. 2025. *VMT by Vehicle Type and Socioeconomic Data*.

Mobility (M)

M1: Expand Access to Public Transit

TABLE D-6 Measure M1 GHG Reductions

Year	GHG Reductions ($MTCO_2e$)
2035	149
2045	51

NOTE: $MTCO_2e$ = metric tons of carbon dioxide equivalent

Description

Increase transit frequency, extend transit coverage, and subsidize ridership.

Performance Goals

- **2035:**
  - Implement a subsidized transit pass program for 670 households
  - Expand Maywood Express service hours by 3 hours each day and include full Saturday coverage
  - Expand Maywood Express frequency from every 38 minutes to every 20 minutes
- **2045:**
  - Maintain a Subsidized Transit Pass Program for 670 households
  - Maintain Maywood Express service hours and coverage
  - Maintain Maywood Express frequency to every 20 minutes

Modeling Approach

Daily VMT for the City for 2023, 2035, and 2045 was provided by Fehr & Peers. The VMT was annualized using a factor of 347 days, consistent with the GHG Inventory and Adjusted BAU forecast (see Appendix B). The VMT reduced under M1 was calculated by multiplying the adjusted BAU annual VMT for each target year by the performance goals for 2030 and 2045. To estimate the GHG reductions associated with M1, the resultant VMT reduction was multiplied by a weighted average emission factor (in grams per mile) for passenger vehicles derived from EMFAC2021 for each year, respectively.

Assumptions

- Daily VMT reductions are annualized by multiplying by 347 days.
- Passenger vehicle category corresponds to the EMFAC vehicle categories LDA, LDT1, LDT2, MCY, and MDV.
- Reduced passenger vehicle VMT is replaced with alternative modes of transportation that produce zero GHG emissions per mile traveled.

Data Sources

- CARB. EMFAC2021 https://arb.ca.gov/emfac/.
- Fehr & Peers. 2025. *VMT by Vehicle Type and Socioeconomic Data*.

M2: Promote Transit-Oriented Development

TABLE D-7 Measure M2 GHG Reductions

Year	GHG Reductions ($MTCO_2e$)
2035	469
2045	194

NOTE: $MTCO_2e$ = metric tons of carbon dioxide equivalent

Description

Increase residential and job density, provide transit-oriented development, and integrate affordable and below-market rate housing.

Performance Goals

- **2035:**
  - Increase Residential Density through 258 new units zoned for and identified by the Housing Element

  - Increase Job Density through 1,341 thousand new square feet increase of commercial, industrial, and public/quasi-public land uses identified by the Land Use Element
  - Develop Transit-Oriented Developments through 253 residential units and office space within half mile of Slauson Ave and Atlantic Blvd high quality transit stop
  - Complete construction of a 61-unit affordable housing project and continued development to meet RHNA needs
- **2045:**
  - Increase Residential Density through 344 new units zoned for and identified by the Housing Element
  - Increase Job Density through 1,789 thousand new square feet increase of commercial, industrial, and public/quasi-public land uses identified by the Land Use Element
  - Develop Transit-Oriented Developments through 338 residential units and office space within half mile of Slauson Ave and Atlantic Blvd high quality transit stop
  - Complete construction of a 61-unit affordable housing project and continued development to meet RHNA needs

Modeling Approach

Daily VMT for the City for 2023, 2035, and 2045 was provided by Fehr & Peers. The VMT was annualized using a factor of 347 days, consistent with the GHG Inventory and Adjusted BAU forecast (see Appendix B). The VMT reduced under M2 was calculated by multiplying the adjusted BAU annual VMT for each target year by the performance goals for 2030 and 2045. To estimate the GHG reductions associated with M2, the resultant VMT reduction was multiplied by a weighted average emission factor (in grams per mile) for passenger vehicles derived from EMFAC2021 for each year, respectively.

Assumptions

- Daily VMT reductions are annualized by multiplying by 347 days.
- Passenger vehicle category corresponds to the EMFAC vehicle categories LDA, LDT1, LDT2, MCY, and MDV.
- Reduced passenger vehicle VMT is replaced with alternative modes of transportation that produce zero GHG emissions per mile traveled.

Data Sources

- CARB. EMFAC2021. https://arb.ca.gov/emfac/.
- Fehr & Peers. 2025. *VMT by Vehicle Type and Socioeconomic Data*.

M3: Promote Active Transportation

TABLE D-8 Measure M3 GHG Reductions

Year	GHG Reductions ($MTCO_2e$)
2035	24
2045	9

NOTE: $MTCO_2e$ = metric tons of carbon dioxide equivalent

Description

Provide end-of-trip bicycle facilities, construct or improve bike boulevards, and create mobility hubs on Slauson Avenue and Atlantic Boulevard.

Performance Goals

- **2035:**
  - Install EOT Bike Facilities (including showers) for approximately 750 new employees
  - Construct 9 miles of new Class III Bike Facilities from Maywood Active Transportation Plan
  - Construct Slauson Avenue and Atlantic Boulevard mobility hub
- **2045:**
  - increase EOT Bike Facilities (including showers) to accommodate approximately 1,000 new employees
  - Maintain 9 miles of new Class III Bike Facilities identified by Maywood Active Transportation Plan

Modeling Approach

Daily VMT for the City for 2023, 2035, and 2045 was provided by Fehr & Peers. The VMT was annualized using a factor of 347 days, consistent with the GHG Inventory and Adjusted BAU forecast (see Appendix B). The VMT reduced under M3 was calculated by multiplying the adjusted BAU annual VMT for each target year by the performance goals for 2030 and 2045. To estimate the GHG reductions associated with M3, the resultant VMT reduction was multiplied by a weighted average emission factor (in grams per mile) for passenger vehicles derived from EMFAC2021 for each year, respectively.

Assumptions

- Daily VMT reductions are annualized by multiplying by 347 days.
- Passenger vehicle category corresponds to the EMFAC vehicle categories LDA, LDT1, LDT2, MCY, and MDV.

- Reduced passenger vehicle VMT is replaced with alternative modes of transportation that produce zero GHG emissions per mile traveled.

Data Sources

- CARB. EMFAC2021. https://arb.ca.gov/emfac/.
- Fehr & Peers. 2025. *VMT by Vehicle Type and Socioeconomic Data*.

M4: Support Employer Transportation Demand Management Programs

TABLE D-9 Measure M4 GHG Reductions

Year	GHG Reductions ($MTCO_2e$)
2035	120
2045	41

NOTE: $MTCO_2e$ = metric tons of carbon dioxide equivalent

Description

Implement commute trip reduction marketing programs, employee parking cash-outs, and community-based travel planning.

Performance Goals

- **2035:**
  - Implement Commute Trip Reduction Marketing for approximately 400 Employees
  - Implement Employee Parking Cashout Program for approximately 400 Employees
  - Implement Community-Based Travel Planning for 20% of residents
- **2045:**
  - Maintain Commute Trip Reduction Marketing for approximately 400 Employees
  - Maintain Employee Parking Cashout Program for approximately 400 Employees
  - Maintain Community-Based Travel Planning for 20% of residents

Modeling Approach

Daily VMT for the City for 2023, 2035, and 2045 was provided by Fehr & Peers. The VMT was annualized using a factor of 347 days, consistent with the GHG Inventory and Adjusted BAU forecast (see Appendix B). The VMT reduced under M4 was calculated by multiplying the adjusted BAU annual VMT for each target year by the performance goals for 2030 and 2045. To estimate the GHG reductions associated with M4, the resultant VMT reduction was multiplied by a weighted average

emission factor (in grams per mile) for passenger vehicles derived from EMFAC2021 for each year, respectively.

Assumptions

- Daily VMT reductions are annualized by multiplying by 347 days.
- Passenger vehicle category corresponds to the EMFAC vehicle categories LDA, LDT1, LDT2, MCY, and MDV.
- Reduced passenger vehicle VMT is replaced with alternative modes of transportation that produce zero GHG emissions per mile traveled.

Data Sources

- CARB. EMFAC2021. https://arb.ca.gov/emfac/.
- Fehr & Peers. 2025. *VMT by Vehicle Type and Socioeconomic Data*.

M5: Reform Parking Policies

TABLE D-10 Measure M5 GHG Reductions

Year	GHG Reductions ($MTCO_2e$)
2035	87
2045	29

NOTE: $MTCO_2e$ = metric tons of carbon dioxide equivalent

Description

Unbundle residential parking costs from property costs and implement on-street market price public parking.

Performance Goals

- **2035:**
  - Unbundle residential parking costs for approximately 300 new multifamily dwelling units
  - Implement market priced parking along Slauson Avenue and Atlantic Avenue near future mixed-use developments
- **2045:**
  - Unbundle residential parking costs for approximately 300 new multifamily dwelling units
  - Implement market priced parking along Slauson Avenue and Atlantic Avenue near future mixed-use developments

Modeling Approach

Daily VMT for the City for 2023, 2035, and 2045 was provided by Fehr & Peers. The VMT was annualized using a factor of 347 days, consistent with the GHG Inventory and Adjusted BAU forecast (see Appendix B). The VMT reduced under M5 was calculated by multiplying the adjusted BAU annual VMT for each target year by the performance goals for 2030 and 2045. To estimate the GHG reductions associated with M5, the resultant VMT reduction was multiplied by a weighted average emission factor (in grams per mile) for passenger vehicles derived from EMFAC2021 for each year, respectively.

Assumptions

- Daily VMT reductions are annualized by multiplying by 347 days.
- Passenger vehicle category corresponds to the EMFAC vehicle categories LDA, LDT1, LDT2, MCY, and MDV.
- Reduced passenger vehicle VMT is replaced with alternative modes of transportation that produce zero GHG emissions per mile traveled.

Data Sources

- CARB. EMFAC2021. https://arb.ca.gov/emfac/.
- Fehr & Peers. 2025. *VMT by Vehicle Type and Socioeconomic Data*.

Off-Road Equipment Electrification (O)

O1: Support Off-Road Equipment Electrification

TABLE D-11 Measure O1 GHG Reductions

Year	GHG Reductions ($MTCO_2e$)
2035	122
2045	481

NOTE: $MTCO_2e$ = metric tons of carbon dioxide equivalent

Description

Implement and incentivize the decarbonization of off-road equipment by increasing the zero-emission vehicle (ZEV) market share of transportation refrigeration units (TRUs), portable equipment, light commercial equipment, and lawn and garden equipment.

Performance Goals

Community

- **2035:** Electrify 20% of off-road equipment throughout the City
- **2045:** Electrify 75% of off-road equipment throughout the City

Municipal

- **2035:** Electrify 20% of off-road equipment used in City run projects
- **2045:** Electrify 75% of off-road equipment used in City run projects

Modeling Approach

GHG emissions reductions from Measure O1 were estimated using CARB's OFFROAD Model. TRUs, portable equipment, light commercial equipment, and lawn and garden equipment fuel consumption for each target year was obtained from OFFROAD and GHG emissions reductions were estimated using standard fuel conversion factors for diesel-, gasoline-, and natural gas-powered equipment. This measure assumes that decarbonization of off-road equipment would lead to an increase in electricity use which is estimated by converting fuel usage to electricity using gallon-equivalent conversion factors for each target year. The fuel conversion factors are derived from the US Department of Energy's Fuel Conversion Factors to Gasoline Gallon Equivalents. The GHG emissions from the increase in electricity use for each target year were then calculated using electricity emission factors for the City. Net emissions reductions were calculated as the difference between the reduction in off-road equipment tailpipe emissions and the increase in indirect electricity emissions from equipment charging.

Assumptions

- Assumes no efficiency loss/gain when converting fuel to electricity use

Data Sources

- CARB. OFFROAD Model. https://arb.ca.gov/emfac/offroad/.
- U.S. Department of Energy. Undated. "Fuel Conversion Factors to Gasoline Gallon Equivalents." https://epact.energy.gov/fuel-conversion-factors.

Recycling & Organic Waste Diversion (R)

R1: Divert Organic Waste from the Landfill

TABLE D-12 Measure R1 GHG Reductions

Year	GHG Reductions ($MTCO_2e$)
2035	1,520
2045	2,495

NOTE: $MTCO_2e$ = metric tons of carbon dioxide equivalent

Description

Divert organic materials and other solid waste from landfill disposal to meet state waste diversion mandates, lowering methane emissions from decomposing organic material.

Performance Goals

Community

- **2035:** 12% of Citywide waste is composted or diverted from the landfill through an organic waste program (doubling of 2023 levels)
- **2035:** 60% of Citywide waste is diverted and recycled
- **2045:** 20% of Citywide waste is composted or diverted from the landfill through an organic waste program
- **2035:** 65% of Citywide waste is diverted and recycled

Municipal

- **2035:** 12% of Citywide waste is composted or diverted from the landfill through an organic waste program (doubling of 2023 levels)
- **2035:** 60% of Citywide waste is diverted and recycled
- **2045:** 20% of Citywide waste is composted or diverted from the landfill through an organic waste program
- **2035:** 65% of Citywide waste is diverted and recycled

Modeling Approach

GHG emission reductions from R-1 were calculated by determining the total tonnage of waste that would be composted, recycled and landfilled in 2035 and 2045. These totals were calculated by allocating the total Adjusted BAU waste tonnage forecasts to the compost and recycling percentages identified in the 2035 and 2045 performance goals. The remaining waste tonnages were assumed to

be landfilled. EPA emission factors for landfilled mixed municipal solid waste, composted mixed organic waste, and recycled mixed recycling were applied to the total landfilled, composted, and recycled tonnages respectively. The resulting emissions were subtracted from 2023 emissions to determine reductions from the baseline year. Modeling does not account for the reduction in life cycle emissions associated with recycling and reuse of inorganic materials.

Assumptions

- Adjusted BAU accounts for reductions from SB 1383
- Organic waste diversion rates increased the City's composted green waste tonnage
- All green waste diverted from the landfill is mixed organic waste that is composted
- All recycled materials diverted from the landfill are mixed recyclables that are recycled

Data Sources

- CalRecycle. 2025. "California's Organic Waste Reduction: SB 1383 Short-Lived Climate Pollutant Reduction Strategy." https://calrecycle.ca.gov/organics/slcp/.
- USEPA. 2025. "GHG Emission Factor Hub." January 16, 2025. Table 9. https://www.epa.gov/climateleadership/ghg-emission-factors-hub.

APPENDIX E

Climate Change Vulnerability Assessment

Climate Change Vulnerability Assessment

This vulnerability assessment was completed September 15, 2023, during Phase 1 of CAARP development.

Overview and Climate Change Projections

There is scientific consensus that human-caused emissions of carbon dioxide and other greenhouse gas (GHG) emissions are the primary cause of global climate change. GHGs trap heat in the atmosphere and lead to increased warming over time, which leads to other changes in the earth systems including changing climate patterns of rainfall and snow, melting of glaciers and ice, and ocean warming. As GHG emissions are driven by land uses and patterns, economic systems, transportation and energy systems, and other social and political factors, climate scientists cannot be certain of how emissions will change in the future. The extent of climate change largely depends on how successfully the global community can reduce emissions over the next several decades. However, projected trends created from global climate models can simulate climate conditions in the past and the future and can help analyze how climate conditions may change (or not change) based on different emissions scenarios.

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

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

Risks and Vulnerabilities

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

- Under a high-emissions scenario, maximum temperatures are expected to increase up to 11°F by 2100. Extreme heat days are expected to increase in duration, from 3 days per year historically to 61 days. Extreme heat events will increase risks of heat-related illnesses and mortality, increase costs for cooling, and health care, and increase demand for critical infrastructure (e.g., backup power, emergency services).
- Pollution burden in Maywood is disproportionately high compared to other communities in the state. Factors that contribute to the pollution burden in Maywood include diesel PM (90th percentile) and particulate matter (PM2.5) (85th percentile) and in the 50th percentile for ground-level ozone. Air pollution affects the health of respiratory and cardiovascular systems and contributes to low birth weight and cancer.
- Maywood is not in a designated flooding hazard zone for 100-year or 500-year floods, however, there is potential for localized flooding impacts to occur from less severe storms. Flooding poses a hazard to roads, buildings and homes, and emergency response services.
- Maywood relies primarily on groundwater for drinking water. Future conditions are likely to

Components of Climate Change Vulnerability

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

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

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

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

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

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

exacerbate drought conditions and reduce groundwater recharge, putting pressure on the availability and quality of groundwater resources. Dry spells are expected to increase in duration, up to 209 days per year by 2100.

- While dry spells will increase and rainfall is expected to occur less frequently, the intensity of rainfall during those events is expected to increase. Annual average rainfall is expected to increase from 19 inches up to 22 inches by 2100. Drought affects costs for water, food, recreation, and landscaping, and puts stress on trees, plants, and wildlife. Droughts also create more favorable conditions for wildfires to occur.
- Climate change impacts on the weather and environment are likely to create more suitable conditions for vector-borne diseases such as West Nile Virus and the Zika Virus. Such diseases can impact all people; however, seniors, individuals with existing health conditions, and individuals lacking health insurance are more vulnerable.
- Critical infrastructure in Maywood may be vulnerable to power outages and flood impacts that can result from extreme heat events and storms. This includes Maywood's public buildings, healthcare facilities, schools, utilities, infrastructure, and others that help provide service to the community, including water, wastewater treatment, energy, and emergency response, among others.
- Vulnerable populations and factors in Maywood include:
    - Seniors (9%)
    - Low income (21%)
    - Renters (73%)
    - Unemployed/underemployed (4%)
    - Disabled (6%)
    - Children under age 5 (8%)
    - Immigrants and undocumented (45%)
    - People of color/non-white (97%)
    - Single heads of household (24%)
    - Homeless (in 2020, 47 persons were experiencing homelessness)
    - Lacking health insurance (16%)
    - Lacking vehicle access/ownership (15%)
    - Experience low-income homeowner housing burden (14%)
    - High pollution burden (94th percentile)

Assessing Climate Change Impacts

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

Risk and Onset

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

Shocks and Stressors

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

Vulnerability Assessment

Vulnerable Populations

Vulnerable communities experience heightened risk and increased sensitivity to climate change and have less capacity and fewer resources to cope with, adapt to, or recover from climate impacts. These disproportionate effects are caused by physical (built and environmental), social, political, and/or economic factor(s), which are exacerbated by climate change. Contributing factors include, but are not limited to, race, class, sexual orientation and identification, national origin, and income inequality (ICARP 2018). Additionally, historic inequity in land use and zoning policies, underinvestment in vulnerable communities, and lack of meaningful engagement in planning and policy making have created disparities in how prepared communities are to adapt to the impacts of climate change (APEN 2019). Many individuals experience multiple and intersecting vulnerabilities which can put them particularly at risk with regard to climate change. For example, black and Hispanic mothers are more likely to be single heads of household and are also more likely to be low-income, live in flood-prone areas, and have health issues that can be exacerbated by climate change.

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

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

- **Elderly.** Approximately 9.1% of people in Maywood are at least 65 years old, compared to 13.7% in the County and 14.4% in the State (U.S. Census 2021). Older adults may be less mobile and may have more trouble evacuating in the event of flooding or another climate event. Seniors are also more likely to have a fixed budget, have higher medical costs, and face disabilities. While seniors are more likely to be homeowners, they face greater challenges in maintaining homes and have a greater risk of displacement as they age.
- **Low Income.** Approximately 20.9% of all people in Maywood have an income that is below the poverty level, compared to just 13.9% in the County, and 90.4% of K–12 students are eligible for a free and reduced meal program, compared to 67.8% in the County (U.S. Census 2021; PHASoCal 2022). Incomes tend to decline for seniors, leading to an increased risk of poverty for those over 65. Approximately 17.7% of Maywood seniors live below the poverty line, compared to 13.5% within the County as a whole (U.S. Census 2021). Low-income households and individuals are more likely to live in inadequate housing and are more likely to live in areas that are already disproportionately impacted by pollution, health problems, and natural disasters. Low-income communities have less access to financial resources and are more likely to be uninsured, which makes adaptation and recovery from climate hazards more difficult. Additionally, low-income households often do not have access to quality healthcare or access to vehicles, which can make treating health impacts from hazards and evacuations more difficult.
- **Health Insurance.** Approximately 16.4% of the population does not have health insurance, compared to 9.1% in the County (U.S. Census 2021). Having health insurance greatly improves health outcomes by connecting people with the necessary medical care. Individuals without access to healthcare are more vulnerable to the health impacts of extreme heat, poor air quality, flooding, and the mental health impacts of climate change.
- **Vehicle Access.** 15.1 percent of housing units in Maywood do not have access to a vehicle, compared to 8.6% in the County (U.S. Census 2021). Having access to a vehicle is critical during and after flooding and other climate emergencies. Households that are dependent on public transportation are more vulnerable during climate emergencies as it may impact their ability to evacuate.

- **Low-Income Homeowner Housing Burden.** Compared to the County as a whole, where 13.7% of low-income homeowners spend more than 50% of their income on housing costs, 16.8% of low-income homeowners in Maywood do so (PHASoCal 2022). High housing costs and housing instability reduce a household's access to financial resources and may make a household more likely to be uninsured, all of which make adaptation and recovery from coastal hazards more difficult.

- **Renters.** Approximately 72.7% of units are renter-occupied, compared to 53.5% in the County. Renters, and low-income renters especially, have a reduced ability to prepare homes and properties for climate change. Low-income renters often spend a disproportionate amount of their income on housing costs and are at an increased risk of displacement during natural disasters. Renters also do not have access to information regarding the flood risk of rented properties and often do not have insurance to cover losses from natural disasters (PHASoCal 2022).

- **Unemployed/Underemployed.** 3.8% of Maywood's labor force (age 16 years and over) is unemployed, which is slightly lower than the County at 4.5% (U.S. Census 2021). Unemployed or under-employed individuals may be more vulnerable to the impacts of climate change as they may have less access to financial resources to help with the prevention of, adaptation to, and recovery to impacts.

- **People with Disabilities**. The Census Bureau defines disabilities as long-lasting physical, mental, or emotional conditions or impairments. 5.9% of Maywood's population has some form of disability (compared to 10.1% in the County), the most common of which are an independent living difficulty (3.9%), ambulatory (3.8%), cognitive difficulty (2.5%), and a self-care difficulty (2.1%) (U.S. Census 2021). Most persons with disabilities are over 65 years of age (68.8%), followed by those that are 35 to 64 years (5.7%). Individuals with disabilities may experience the effects of climate change more intensely than other groups due to discrimination, marginalization, and other social and economic factors. Additionally, certain disabilities may prevent individuals from being mobile, which may impact their ability to evacuate in the event of hazardous events, such as flooding.

- **Children**. 7.8% of the population in Maywood are under 5 years of age, compared to 5.7% in the County (U.S. Census 2021). Children under the age of 5 are particularly affected by heat waves, pollution, undernutrition, vector-borne diseases, as well as respiratory and cardiovascular diseases due to anatomical, cognitive immunological, and psychological differences between children and adults (Lawrence et al. 2018).

- **Linguistically Isolated Households.** Approximately 24.9% of households within Maywood do not have an adult that speaks English well; the percent of linguistically isolated households in Maywood is greater than 94% of other communities statewide (OEHHA 2021). Households without an English speaker at home are considered to be linguistically isolated and may have more difficulty accessing evacuation information. Linguistic isolation can increase vulnerability

during climate events as people may have more difficulty navigating hazards, emergency resources, and evacuations.

- **Immigrants and Undocumented Individuals**. Undocumented individuals and immigrants are particularly vulnerable to the impacts of climate change due to many intersecting vulnerabilities. Immigrants are disproportionately affected by racial discrimination, are often linguistically isolated, and are less likely to have access to economic and social stability and safety nets. Additionally, undocumented immigrants are more likely to live in substandard housing, live in areas vulnerable to flooding and other environmental hazards, and are often left behind by emergency management and natural disaster recovery resources (Mendez 2020). In Maywood, approximately 45% of residents are foreign-born (LA County 2019).

- **Communities of color (Non-white).** 97.4% of Maywood's population identifies as Hispanic or Latino of any race (80.9% are Mexican) and 0.7% of the population identifies as "White alone" (U.S. Census 2021). Communities of color experience disproportionate impacts from environmental hazards and health impacts, including respiratory and cardiovascular diseases, and low birth weights. Racism, underinvestment in communities of color, and historic inequities in land use decisions have allowed communities of color to be more likely to live in areas that are impacted by heavy pollution, flood-prone, and lack green space and also be more likely to have lower income levels, lack access to quality healthcare and insurance, and have pre-existing health concerns. Climate change will exacerbate existing inequities for communities of color (PHASoCal 2022; Cho 2020).

- **Single Heads of Household.** 24.2% of households in Maywood are led by a single parent, similar to LA County at 25.2% (PHASoCal 2022). Households led by a single parent are vulnerable to the impacts of climate change as they have only one wage earner to support household financial needs and only one parent to perform family and house care duties. In addition, households led by a single female are particularly vulnerable due to the gender wage gap (PHASoCal 2022).

- **Homeless**. Homeless individuals are more exposed to extreme heat, air pollution, and flooding and are at an increased risk for dehydration, sunburn, respiratory and cardiovascular diseases as well as displacement. Homeless individuals are also less likely to have access to healthcare, financial resources, or reliable transportation. In January 2020 there were 47 homeless people in Maywood (City of Maywood 2022).

- **Incarcerated**. Maywood has a higher incarceration rate at 453 per 100,000 people compared to the County (405 per 100,000) and the State (312 per 100,000). The percentile for Maywood is 80.4, meaning the rate of incarceration is greater than 80% of other cities statewide (PHASoCal 2022). Incarcerated populations are at an increased risk of the impacts of climate change as they are extremely limited in their ability to adapt. Additionally, families with a family member that is incarcerated may have a reduced capacity to adapt to climate change due to the potential loss of income and the financial burden of legal fees.

- **Communities with High Pollution Burden**. Maywood experiences a greater pollution burden than almost 94% of communities across the state, due to high levels of existing pollution air pollution, lead, and toxic releases that create unhealthy and hazardous conditions for nearby communities (OEHHA 2021). Communities living with high levels of pollution burden are more likely to be impacted by associated health issues such as cardiovascular and respiratory diseases, obesity, diabetes, and cancer. Therefore, communities living with high levels of existing pollution burden are very vulnerable to the health impacts of climate change.

Buildings and Critical Infrastructure

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

Maywood has several facilities and infrastructure, shown in **Table E-1**, that are considered critical due to their service to the community and may be vulnerable to the impacts of climate change.

TABLE E-1 Maywood Critical Assets

Critical Asset	Address	Facility Type
City Hall and Council Chambers	4319 E. Slauson Ave	City Administration
Maywood City Yard	5600 Heliotrope Ave	City Administration/ Public Works
LA County Sheriff's Substation	4319 E. Slauson Ave	Emergency Response
Maywood Park and YMCA	4801 E. 58th St	Community Resource/ Parks and Recreation
Cesar Chavez Library [a]	4323 Slauson Ave	Community Resource/ Parks and Recreation
Benito Juarez Park	5515 Maywood Ave	Parks and Recreation
Pixley Park	3626 E 56th St	Parks and Recreation
Pine Avenue Park	5313 Pine Ave	Parks and Recreation
Riverfront Park	5000 Slauson Ave	Parks and Recreation
Fishburn Ave Elementary School	5701 Fishburn Ave	School
Maywood Elementary School	5200 Cudahy Ave	School
Heliotrope Ave Elementary School	5911 Woodlawn Ave	School
Loma Vista Elementary School	3629 E 58th St	School
Maywood Center for Enriched Studies (MaCES)	5800 King Ave	School
Maywood Academy High School	6125 Pine Ave	School
Maywood Mutual Water Co. #2	3521 Slauson Ave	Utilities
Maywood Mutual Water Co. #3	6151 Heliotrope Ave	Utilities

NOTE:

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

Hazards of Concern

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

Extreme Heat

Forecast

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

Climate change will continue to increase average and maximum temperatures and create a new "normal" for all communities, bringing more-intense and frequent extreme heat days that last for a longer period of time. These conditions are likely to be exacerbated by the urban heat island effect, illustrated in **Figure E-1**. The urban heat island effect is influenced by land uses, where more developed areas with buildings, paved roads, and other albedo and impermeable surfaces absorb and re-emit the sun's heat with greater intensity, resulting in higher daytime and nighttime temperatures. Built-out communities in metropolitan areas, such as Maywood, can experience daytime temperatures that are up to 20°F hotter than outlying areas that are less developed and/or have greater vegetation and forestry (Climate Central 2021).

SOURCE: Climate Central

FIGURE E-1 Urban Heat Island Effects

By the end of the century average maximum temperatures in Maywood are expected to increase by 6–11°F, from an average of 75.6°F up to 87.2°F (Cal-Adapt 2018). Historically, Maywood has experienced approximately 3 extreme heat days per year (for Maywood, this is defined as days with

maximum temperatures that rise above 97.9°F). Climate models show this is expected to increase up to 61 extreme heat days per year—this is approximately 20 times greater than historic levels (1961–1990).

Anticipated Impacts

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

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

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

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

Vulnerabilities

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

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

Adaptive Capacity

- Positive Factors:
    - All residents live within walking distance or a 10-minute walk of a park or open space, which can provide relief during extreme heat events (TPL 2023).
    - The City has two large parks and recreation areas located on the eastern side of the City (Maywood Park and Riverfront Park).
    - The City is collaborating with Amigos de Los Rios to plant 200 trees by 2026, to help with the urban heat island effect, reduce energy consumption, increase urban greening, and contribute to carbon sequestration.
    - The City is working with the Gateway Cities COG and SoCalREN on an Energy Resilience Action Plan and a resilience hub opportunity assessment. These projects will identify strategies for increasing energy resilience and identify opportunities for local emergency hubs and cooling centers in the community.
    - The City's housing element includes policies for promoting rehabilitation programs for lower-income property owners, bringing substandard units to compliance with building codes, and increasing open space and recreation spaces within residential neighborhoods.
    - Negative Factors:
    - Maywood tree canopy is limited, with only 12.3% existing canopy (LMU CURes 2021). This is lower than LA County's average (18%).

- The City is mostly built-out and is one of the densest cities in the state, with over 23,955 persons per square mile (SCAG 2017).
- Approximately 16% of the population does not have health insurance.
- Maywood's impervious surface cover is 73% (compared to 59.3% for the County) (PHASoCal 2022).

Potential Strategies

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

- Increase the albedo (surface reflectivity) of roofs and pavements.
- Encourage climate-resilient building designs.
- Designate a cooling center in the community.
- Ensure critical facilities have backup systems or access to backup power.
- Collaborate with local/regional healthcare facilities and organizations to improve access to healthcare resources and services for vulnerable populations.
- Work with local/regional agencies to promote energy retrofits and increase resilience to weather-related hazards, especially extreme heat in lower-income households.
- Continue working with the GCCOG to implement a cooling center or resilience hub program.
- Develop and implement an urban heat reduction plan with demonstration projects in vulnerable neighborhoods.
- Promote health and health equity in all plans and programs.
- Expand awareness of extreme heat hazards and dangers to vulnerable populations in Maywood.
- Provide educational trainings to community members on hazard response. Consider programs that train residents as first responders to help with more efficient response and recovery.
- Seek funding opportunities to continue expanding Maywood's urban greening program for greater tree canopy.

Air Pollution

Forecast

Communities in Los Angeles have some of the poorest air quality in the country, and climate change is likely to exacerbate these issues. Primary pollutants within the region include diesel particulate matter (diesel PM), ground-level ozone, and particulate matter (PM2.5), which are expected to

increase in concentrations and exacerbate the existing pollution burden (CNRA 2018; Park et al. 2020). The certainty of worsening air pollution will depend heavily on whether local and regional emissions remain high in the future as well as other factors such as temperature, wind, and the extended extent of wildfires. While wildfires are not likely to occur in Maywood, regional wildfires are expected to increase in frequency and severity in the coming decades and cause worsening air pollution throughout the region due to far-ranging smoke impacts (CNRA 2018). Additionally, changes in precipitation and temperatures are expected to increase pollen and airborne allergens which may increase allergic reactions and asthma attacks.

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

PM2.5 refers to small airborne particle pollution consisting of a mix of organic chemicals, dust, soot, and metals, and can be generated from cars, trucks, mining pits, factories, and wood burning. Maywood's concentration of PM2.5 is 12.10 micrograms per meter cubed (µg/m3), which is greater than almost 85% of other communities in the state (OEHHA 2021). Because of the small size of particles in PM2.5, they can travel deep into the lungs and result in health problems such as lung and heart disease.

Anticipated Impacts

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

Vulnerabilities

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

Poor air quality has been linked to respiratory conditions such as asthma, pulmonary disease, pneumonia, bronchitis, and other infections, as well as cardiovascular conditions such as heart disease, heart failure, and cardiac arrest. Poor air quality can also affect cancer and contribute to the

low birth weight of infants. Almost 10% of adults in Maywood are affected by asthma, 3% are affected by cancer (excluding skin cancer), and almost 5% are affected by heart disease (CDC 2019). In addition, almost 5% of births in Maywood are low birth weight (OEHHA 2021).

Adaptive Capacity

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

Potential Strategies

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

- Provide access to air filtration devices for community members, including home air filters, shelters with filtered air, and air masks.
- Continue to promote EVs and reduce VMT throughout the community.
- Identify public facilities, including schools, libraries, and community centers that require repairs/restoration to help improve indoor air quality.

- Support programs to retrofit public facilities and housing to improve indoor air quality.
- Identify vulnerable populations that are at greatest risk of air pollution exposure.
- Participate in AB 617 programs and support community monitoring of air quality levels.

Extreme Storms and Stormwater Flooding

Forecast

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

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

Anticipated Impacts

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

Vulnerabilities

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

In general, flooding can impact communities by resulting in injury or death, or isolating individuals or families and cutting them off from essential services. Property damage from flooding can be particularly burdensome for low-income families or renters who may face challenges rebuilding following a flood event. Flooding can also cause mold in buildings, which can result in long-term health impacts.

Adaptive Capacity

- Positive Factors:
- The City's General Plan contains policies for improving water quality through conservation programs for residents and businesses, encouraging sustainable irrigation systems, water

schedules for residents, and using drought-tolerant species for tree plantings and landscaping.

- The City will be updating is Local Hazard Mitigation Plan (LHMP) in Fall of 2023, which will provide an assessment of hazards and hazard preparedness, and allow the City to access disaster response funds.

Potential Strategies

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

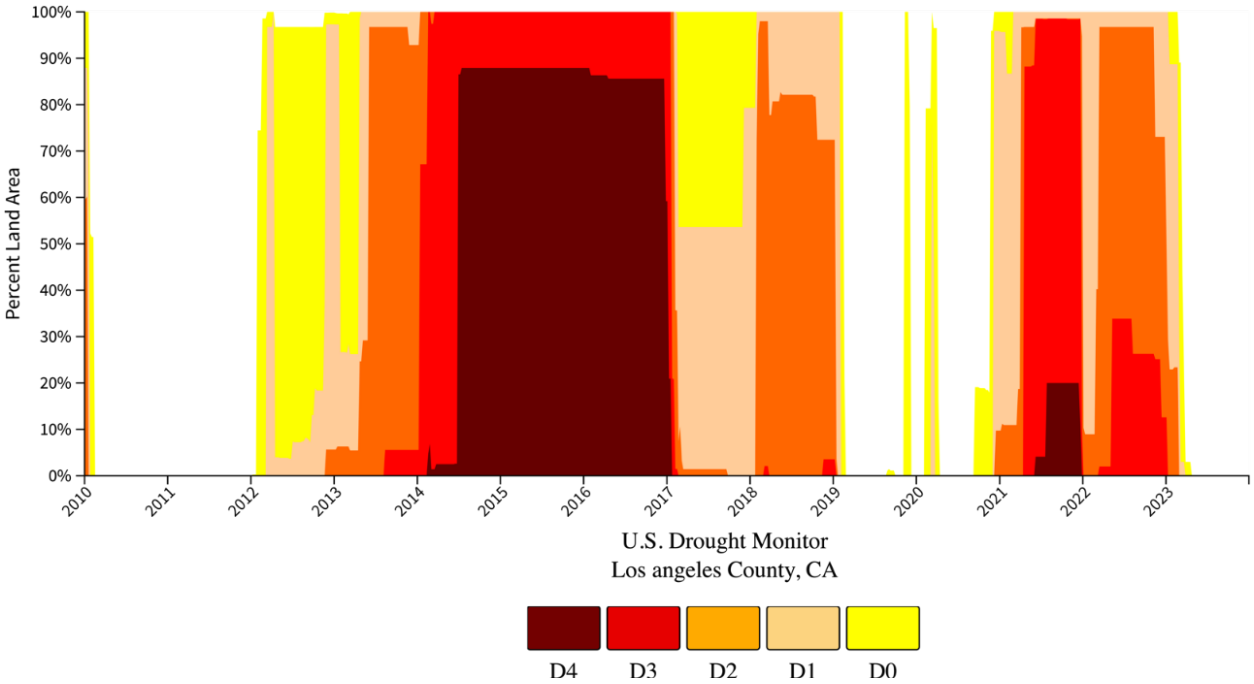
Drought

Forecast

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

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

Figure E-2 shows drought conditions for the County from 2010 to 2023. The map uses 5 categories to show drought conditions, with D0 representing abnormally dry and D4 representing exceptional drought conditions. White spaces represent time periods with no drought conditions.



SOURCE: National Integrated Drought Information System, 2023

FIGURE E-2 Los Angeles County Drought Conditions (2010–2023)

Anticipated Impacts

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

Vulnerabilities

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

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

Adaptive Capacity

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

Potential Strategies

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

Vector-Borne Diseases

Forecast

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

Vulnerabilities

Existing health conditions may be further exacerbated by the presence of disease vectors, like mosquitos and ticks, and vector-borne diseases. The diseases associated with vectors, such as West Nile Virus, are of particular risk for people over 50 and those living with pre-existing health conditions (LA County Public Health 2022). The disproportionality of high levels of individuals living without health insurance in Maywood is also of concern regarding vector-borne illnesses as these individuals are less likely to seek care at the onset of symptoms.

Anticipated Impacts

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

Adaptive Capacity

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

Potential Strategies

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

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Public Review Draft

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

Initial Study/Mitigated Negative Declaration

Prepared for
City of Maywood

January 2026

ESA

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633 West 5th Street
Suite 830
Los Angeles, CA 90071
213.599.4300
esassoc.com

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Acronyms and Other Abbreviations

Abbreviation	Definition
AB	Assembly Bill
AC2HP	Accelerate Clean Energy to Heat Pump
ACC	Advanced Clean Cars
AQMPs	Air Quality Management Plans
ATCM	Airborne Toxic Control Measure
Basin	South Coast Air Basin
BAU	Business as Usual
BEVs	battery electric vehicles
BMPs	best management practices
CAA	Clean Air Act
CAARP	Climate Action Adaptation and Resilience Plan
CALFIRE	California Department of Forestry and Fire Protection
CARB	California Air Resources Board
CBC	California Building Code
CBO	CBO = Community-Based Organization
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CGS	California Geologic Survey
CH_4	methane
City	City of Maywood
CO	carbon monoxide
CO_2	carbon dioxide
CRHR	California Register of Historical Resources
CWA	Clean Water Act
DOC	Department of Conservation
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EJ	Environmental Justice
ERAP	Energy Resilience Action Plan
ESA	Endangered Species Act
ESA	Environmental Science Associates
EV	electric vehicle
FCEVs	fuel cell vehicles
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping and Monitoring Program
GHG	greenhouse gas
HCP	Habitat Conservation Plan
HFCs	hydrofluorocarbons
HMP	Hazard Mitigation Plan

HVAC	Heating Ventilation and Air Conditioning
ILG	Institute for Local Government
IS/MND	Initial Study/Mitigated Negative Declaration
LA Metro	Los Angeles County Metropolitan Transportation Authority
LCFS	Low Carbon Fuel Standard
LHMP	Local Hazard Mitigation Plan
LIFE	LA Metro's Low-Income Fare Is Easy
LRA	Local Responsibility Area
MBTA	Migratory Bird Treaty Act
MTCO2e	carbon dioxide equivalent
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NCCP	Natural Community Conservation Plan
ND	negative declaration
NF_3	nitrogen trifluoride
NHSTA	National Highway Traffic Safety Administration
NPDES	National Pollutant Discharge Elimination System
OSHA	Occupational Safety & Health Administration
PDA's	Priority Development Areas
PEVs	plug-in battery vehicles
PFCs	perfluorocarbons
PM10	particulate matter 10
PRC	Public Resources Code
RPS	Renewables Portfolio Standard
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison's
SF_6	sulfur hexafluoride
SIP	State Implementation Plan
SLCP	Short-Lived Climate Pollutants
SoCalGas	Southern California Gas Company
SRA	State Responsibility Area
SWPPP	Stormwater Pollution Prevention Plan
TACs	toxic air contaminants
TDM	Transportation Demand Management
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
VHFSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compounds
ZEVs	zero-emission vehicles

CHAPTER 1
Introduction

Overview

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

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

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

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

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

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

Purpose of the Initial Study

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

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

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

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

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

Summary of Findings

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

Approvals

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

Document Organization

This Initial Study is organized into four chapters:

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

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CHAPTER 2
Project Description

Project Overview

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

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

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

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

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

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

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

Regional Location and Setting

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

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

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

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

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

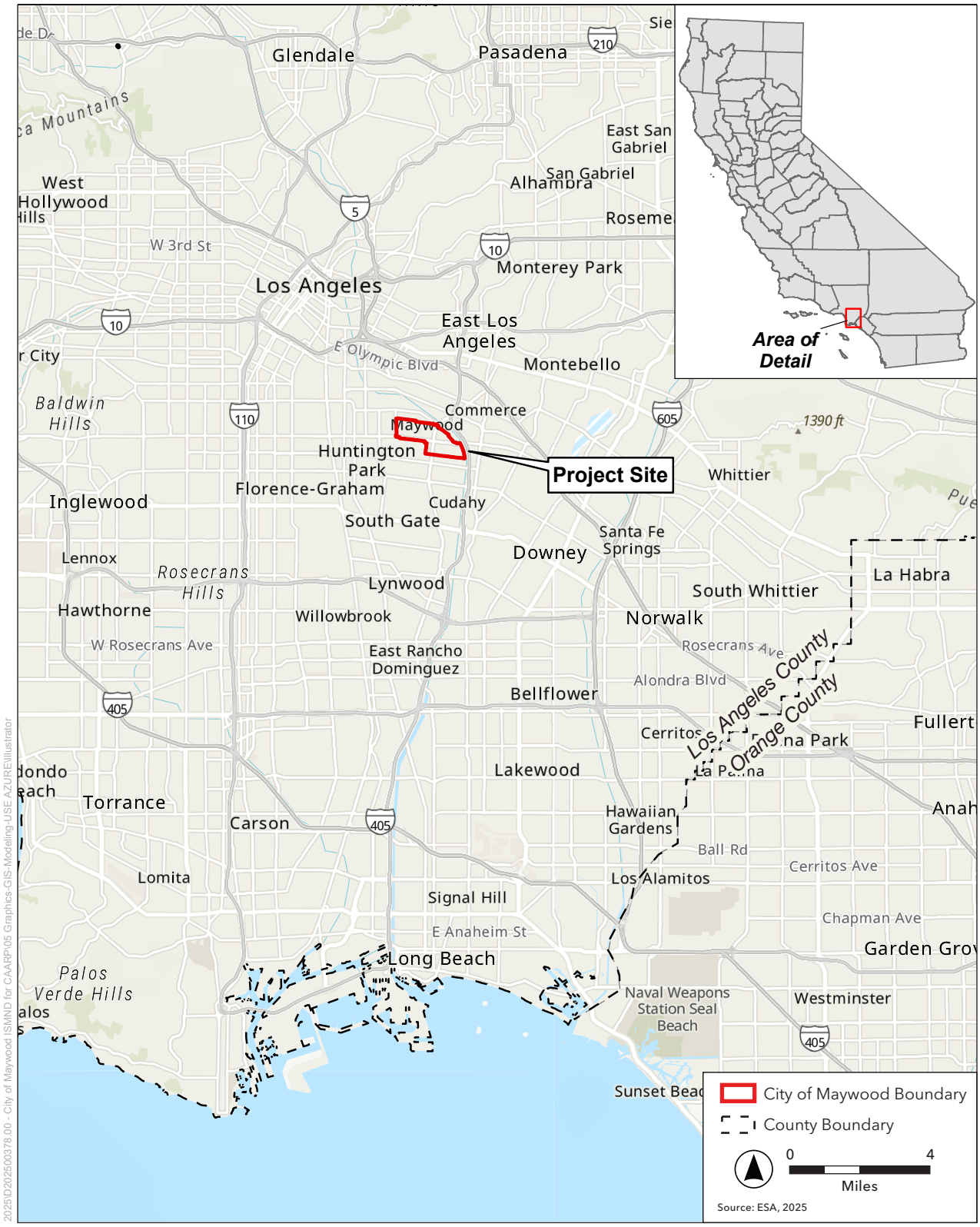

Figure 1
Regional Location

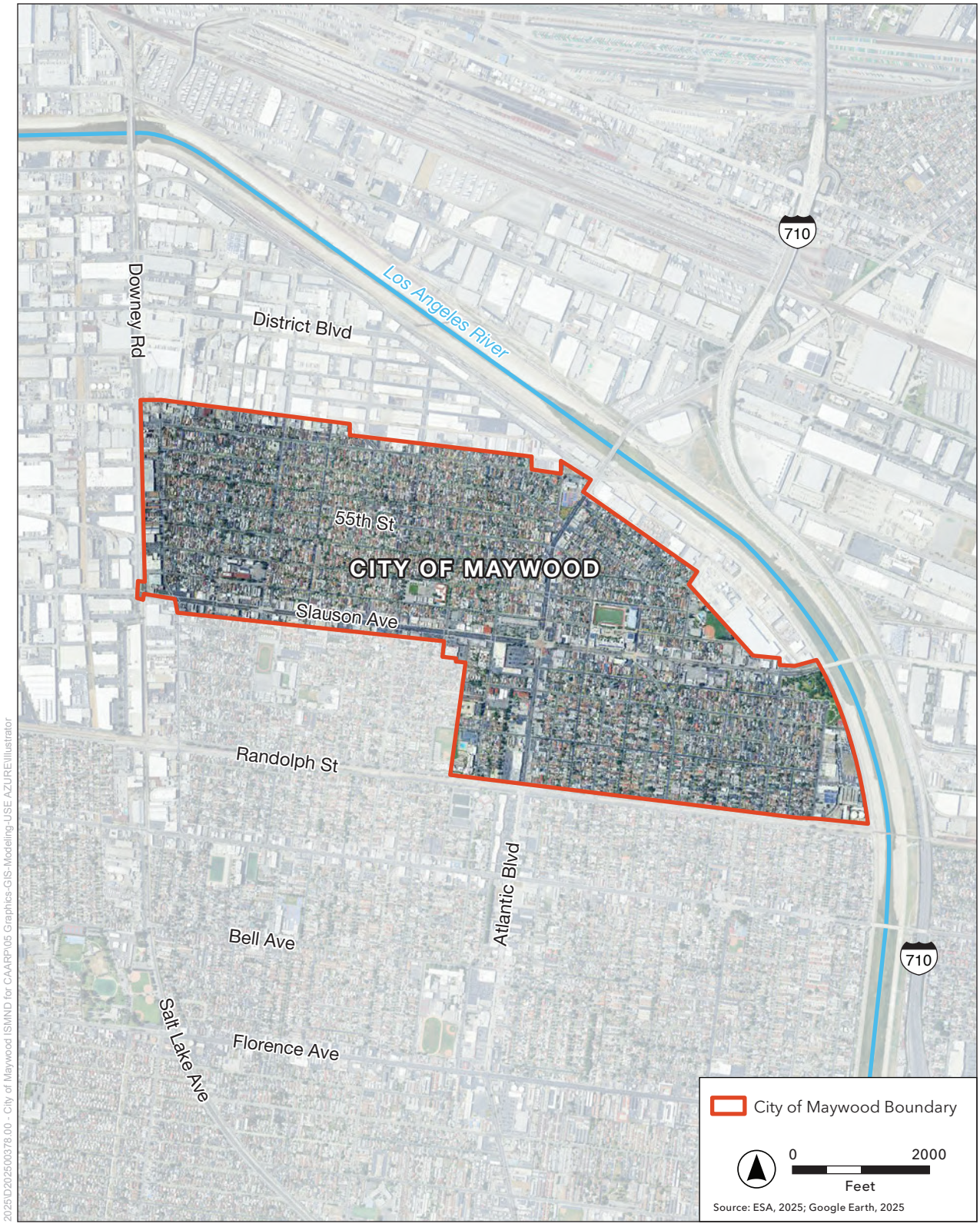

Figure 2
Plan Location

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

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

General Plan Designation and Zoning

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

Climate Action, Adaptation, and Resilience Plan (CAARP)

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

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

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

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

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

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

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

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

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

Transportation VMT Reduction Strategies

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

TABLE 1
CITY OF MAYWOOD CAARP VMT REDUCTION STRATEGIES

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

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

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

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

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

State GHG Reduction Efforts

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

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

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

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

EO S-3-05

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

EO B-30-15

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

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

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

EO S-1-07

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

California Global Warming Solutions Act of 2006 (AB 32)

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

California Global Warming Solutions Act of 2006 (SB 32)

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

California Climate Crisis Act (AB 1279)

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

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

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

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

Clean Energy and Pollution Reduction Act (SB 350)

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

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

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

Residential Solar Energy Systems (SB 379)

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

Disadvantaged Communities (SB 535)

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

CARB's Scoping Plan Update

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

Regional Sustainability and GHG Reduction Efforts

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

Southern California Association of Governments (SCAG) Connect SoCal 2024

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

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

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

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

Our Next LA: 2020 Long Range Transportation Plan

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

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

Local Sustainability and GHG Reduction Efforts

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

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

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

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

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

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

Baseline Conditions: GHG Inventories

Baseline Inventory

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

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

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

TABLE 2
CITY OF MAYWOOD 2010 GHG EMISSIONS

Sector	Emissions ($MTCO_2e$)	Percent of Total (%)
On-Road Transportation	45,712	51.5
Natural Gas and Electricity	27,103	31.5
Water Supply and Wastewater Treatment	5,871	6.6
Solid Waste	5,727	6.5
Short-lived Climate Pollutants	2,749	3.1
Off-Road Equipment	1,560	1.8
Total	**88,721**	**100%**

GHG Inventory Updates

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

TABLE 3
CITY OF MAYWOOD 2023 GHG EMISSIONS

Sector	Emissions ($MTCO_2e$)	Percent of Total (%)
On-Road Transportation	46,942	54.8
Natural Gas and Electricity	22,741	26.6
Solid Waste	5,322	6.2
Short-lived Climate Pollutants	4,602	5.4
Water Supply and Wastewater treatment	3,519	4.1
Off-Road Equipment	2,481	2.9
Total	**85,607**	**100%**

Note: $MTCO_2e$ = carbon dioxide equivalent.

GHG Forecasts

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

baseline, of approximately 44 percent by 2035 and 61 percent by 2045, respectively. These reductions are expected to come from the on-road transportation and energy sectors, due to policies like vehicle efficiency rules (i.e., the Advanced Clean Car II standards[8]) and renewable energy standards (i.e., the State renewables portfolio standard, or RPS).

GHG Reduction Targets

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

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

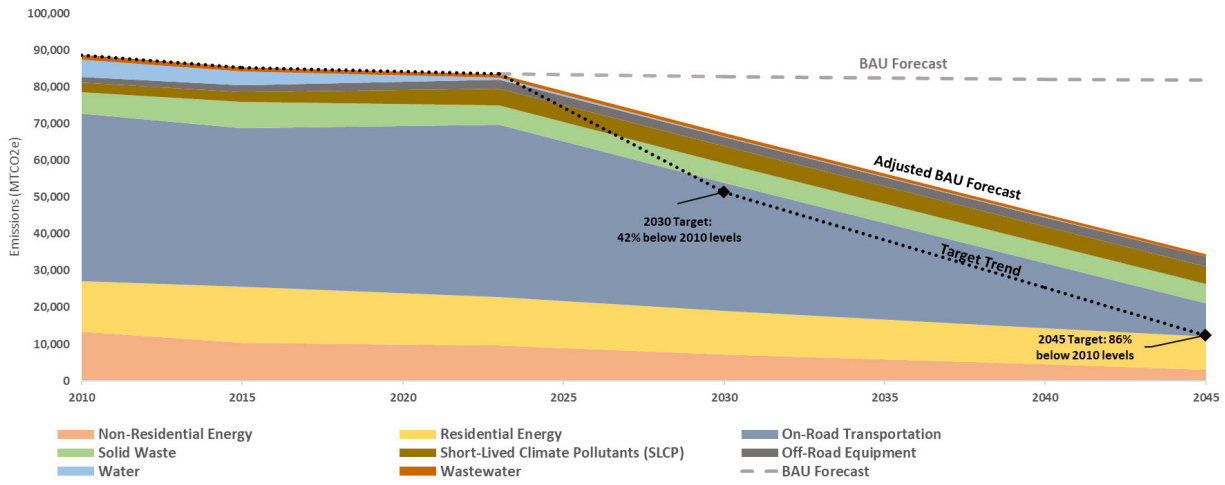

Figure 3
Maywood CAARP Draft GHG Emissions Targets Aligned with State Mandates

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

GHG Reduction Strategies and Measures

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

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

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

TABLE 4
MAYWOOD CAARP GHG REDUCTION MEASURES

Measure/Action		Performance Objectives
Clean Energy (E)		
Measure E1: Procure Zero-Carbon Electricity for Residents and Businesses ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: 2035: 1,440 2045: 0)***		
Community		
Action 1	Conduct a feasibility study that assesses technical, financial, legal, and policy implications of joining the CPA on behalf of residents and businesses	**By 2035**: 100% participation (community-wide) of utility customers purchasing 100% zero-carbon electricity. **By 2045**: Under state law, all utility-provided electricity in California will be carbon free
Action 2	Join CPA: Upon City Council approval, apply to join CPA's Joint Powers Authority (JPA), and once approved, select 100 percent Green Power as the default option for residential and commercial accounts	
Action 3	Partner with CPA on customer outreach and education on the benefits of clean energy, including cleaner air and reduced health risks from fossil fuel combustion	
Action 4	Require new development projects to operate on 100 percent zero-carbon electricity, through on-site generation or procurement from a third party (e.g., CPA)	
Action 5	Increase enrollment in the California Alternate Rates for Energy (CARE) and Family Electric Rate Assistance (FERA) programs discount programs upon CPA enrollment	
Action 6	Increase multilingual (English/Spanish) bill-impact counseling	
Measure E2: Increase Local Renewable Energy Production ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: 2035: 321 2045: 0)***		
Community		
Action 1	Partner with utilities and CBOs to educate building owners and homeowners on the Solar Automated Permit Process (SolarAPP+) and other solar incentives, including those that deliver low-cost solar to income-qualified households	**By 2035:** Install rooftop solar panels on 15% of eligible roofs **By 2045:** Install rooftop solar panels on 50% of eligible roofs
Action 2	Increase local participation in and awareness of training opportunities for solar energy jobs provided by regional workforce development organizations	
Action 3	Monitor displacement risk and implement protective measures as necessary, which could include strengthening tenant protections during building renovations, limiting passthrough costs of capital improvements to tenants, and increasing home ownership rates for existing residents Incorporate affordability safeguards into infrastructure upgrades do not disproportionately impact low-income households	

Measure/Action		Performance Objectives
Municipal Operations		
Action 4	Conduct solar feasibility studies at City owned buildings	**By 2035:** Install rooftop solar panels on 15% of eligible City building roofs **By 2045:** Install distributed energy sources (DES) on 50% of eligible City building roofs
Action 5	Install rooftop solar at eligible municipal facilities	
Action 6	Explore community solar programs at community centric municipal facilities (libraries, community centers, etc.)	
Measure E3: Procure Zero-Carbon Electricity for Local Government Operations ***(Estimated Annual GHG Emission Reductions [MTCO$_2$e]: 2035: 1,440 2045: 0)***		
Municipal Operations		
Action 1	Conduct a feasibility study that assesses technical, financial, legal, and policy implications of joining the CPA to purchase power for municipal operations	**By 2035**: 100% green power purchases for City-owned electricity **By 2045**: Under state law, all utility-provided electricity in California will be carbon free
Action 2	Join CPA: Upon City Council approval, apply to join CPA's Joint Powers Authority (JPA), and once approved, select 100% Green Power as the default option for City accounts	
Action 3	Purchase 100 percent Green Power from CPA for all City electricity use including City-owned buildings, street lights, and traffic signals	
Measure E4: Increase the Use of Energy Storage and Microgrids ***(Estimated Annual GHG Emission Reductions [MTCO$_2$e]: Supportive.)***		
Community		
Action 1	Partner with utilities and CBOs to educate community members and businesses on incentives and advantages of energy storage and microgrids, including data on power outages and power needs.	Not Applicable.
Action 2	Implement regulations to allow or ease constraints for microgrids within the city.	
Action 3	Increase local participation in and awareness of training opportunities for energy storage jobs provided by regional workforce development organizations	
Green Buildings and Infrastructure (B)		
Measure B1: Improve Energy Efficiency of Existing Buildings ***(Estimated Annual GHG Emission Reductions [MTCO$_2$e]: 2035: 3,623 2045: 7,239)***		
Community		
Action 1	Mandate energy-efficiency audits during building ownership transfers (residential and nonresidential)	**By 2035:** Reduce the energy intensity of existing (as of 2025) residential and commercial buildings by 30%. **By 2045**: Reduce the energy intensity of existing (as of 2025) residential and commercial buildings by 60%.
Action 2	Partner with utilities to promote rebates and financing options for energy-efficiency upgrades and appliances for heating, lighting, cooking, and other purposes, targeting rebates and direct-install services to lower-income households through multilingual communication	
Action 3	Educate building owners and homeowners on the cost savings of energy-efficiency improvements	

Measure/Action		Performance Objectives
Action 4	Increase local participation in and awareness of training opportunities for energy efficiency jobs provided by regional workforce development organizations	
Action 5	Monitor displacement risk and implement protective measures as necessary, which could include strengthening tenant protections during building renovations, limiting passthrough costs of capital improvements to tenants, and increasing home ownership rates for existing residents	
Action 6	Explore on-bill financing or tariffed on-bill repayment models that allow residents to pay for energy efficiency upgrades through future utility savings without taking on personal debt	
Action 7	Explore the feasibility of setting building performance standards for large existing buildings within the City, setting energy targets based on building size	
Action 8	Partner with SoCalREN, SCE, and emPOWER to connect income-qualified residents to no- and low-cost energy-efficiency programs, through bilingual outreach and community partnerships	
Municipal Operations		
Action 9	Adopt a policy that requires natural gas equipment and appliances (i.e., boilers, water heaters, stoves, and HVAC units) at City buildings and facilities to be replaced with all-electric models, when at end of useful life.	**By 2035:** Reduce the energy intensity of existing (as of 2025) City buildings by 30%. **By 2045:** Reduce the energy intensity of existing (as of 2025) City buildings by 60% by the year 2045.
Action 10	Conduct energy audits of all municipal buildings to identify cost-effective energy-efficiency opportunities	
Action 11	Implement energy-efficiency improvements identified in energy audits at City-owned buildings and facilities	
Action 12	Publish case studies of building-efficiency improvements to promote successes and strategies to community members and businesses	
Measure B2: Retrofit Existing Buildings to Be All-Electric ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: 2035: 856 2045: 2,935)***		
Community		
Action 1	Explore adopting ordinance requiring replacement of air conditioners with electric heat pumps during major building renovations	**By 2035:** Decarbonize 10% of existing (as of 2025) residential and commercial building energy **By 2045**: Decarbonize 60% of existing (as of 2025) residential and commercial building energy
Action 2	Host workshops and events to demonstrate the efficacy of all-electric appliances, including stoves, heat pumps, and boilers	
Action 3	Identify and partner with City-approved service providers to review residential energy bills and conduct home visits to provide recommendations for feasible electric appliances	
Action 4	Monitor displacement risk and implement protective measures as necessary, which could include strengthening tenant protections during building renovations, limiting passthrough costs of capital improvements to tenants, and increasing home ownership rates for existing residents	
Action 5	Explore on-bill financing or tariffed on-bill repayment models that allow residents to pay for energy efficiency upgrades through future utility savings without taking on personal debt	

Measure/Action		Performance Objectives
Action 6	Connect income-qualified residents to financial assistance for building decarbonization, such as heat-pump rebates, through bilingual outreach and community partnerships	
Action 7	Increase local participation in and awareness of training opportunities for building decarbonization jobs provided by regional workforce development organizations	
Municipal Operations		
Action 8	Conduct all-electric feasibility studies for City-owned buildings and facilities	**By 2035**: Decarbonize 10% of existing (as of 2025) City building energy **By 2045**: Decarbonize 60% of existing (as of 2025) City building energy
Action 9	Implement feasible electrification at City-owned buildings and facilities, including electric water heaters, boilers, and cookware.	
Measure B3: Promote All-Electric New Buildings ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: Supportive.)***		
Community		
Action 1	Explore amending the permitting process to streamline buildings with all-electric appliances and equipment or that do not construct natural gas infrastructure	Not Applicable.
Action 2	Partner with utilities and promote and expand incentives for all-electric equipment in new buildings	
Action 3	Educate building owners and developers on the costs and emission savings of all-electric equipment	
Action 4	Evaluate potential to pass ordinance that effectively requires new non-residential buildings to be all-electric	
Municipal Operations		
Action 5	Adopt a policy requiring all new buildings built by the City to be all-electric	Not Applicable.
Measure B4: Utilize Cool Surfaces ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: Supportive.)***		
Community		
Action 1	Examine the potential to adopt a cool roof and pavement ordinance requiring new buildings and major renovations to meet specific albedo standards	Not Applicable.
Action 2	Partner with COBs and other municipalities to establish or expand a workforce development program for cool roof and pavement projects	
Action 3	Pilot a cool roof and pavement project at a heat vulnerable school or senior center	
Action 4	Host educational events for cool roof and pavement solutions and their benefits	
Action 5	Increase local participation in and awareness of training opportunities for cool surface construction jobs provided by regional workforce development organizations	

Measure/Action		Performance Objectives
Municipal Operations		
Action 6	Explore potential for cool pavement pilot projects at City owned facilities, including parks or community centers	Not Applicable.
Action 7	Inventory cool roofs at City-owned buildings and facilities	
Action 8	Consider adopting a policy to install high-performing cool roofs on new City buildings and roof replacements (i.e., perform better than State building codes).	
Zero-Emission Vehicles (V)		
Measure V1: Provide Supporting Infrastructure for EVs ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: 2035: 2,395 2045: 991)***		
Community		
Action 1	Partner with utilities and state entities to provide incentives that encourage businesses to install publicly accessible charging infrastructure.	**By 2035**: Install 500 public EV chargers in the City **By 2035**: 55% of all passenger vehicles in Maywood are ZEV (15% higher than state projections) **By 2045**: 95% of all passenger vehicles in Maywood are ZEV (17% higher than state projections)
Action 2	Conduct EV charger assessment and mapping program to help focus EV charging infrastructure installations in strategic, high-need areas.	
Action 3	Partner with local CBOs to conduct awareness and educational campaigns around EV charging installation processes and incentives, including Clean Cars 4 All, Replace Your Ride, and Equity EV Rebate programs from CARB and South Coast Air Quality Management District (SCAQMD)	
Action 4	Implement a multilingual outreach campaign and a One-Stop EV Charger Permit Portal modeled on SolarAPP+, that streamlines the process for permitting EV charging stations	
Action 5	Examine the potential for an ordinance requiring parking lots and garages to reserve preferred parking spaces for ZEVs	
Action 6	Pilot shared charging hubs at schools, libraries, or municipal lots that can serve multiple users, including residents without private parking	
Municipal Operations		
Action 7	Install public EV charging stations at City owned buildings and facilities that are conveniently accessible and frequently visited by community members.	**By 2035**: Install 5 public EV chargers at City owned facilities **By 2045**: Install 10 EV chargers at City owned facilities
Action 8	Assess feasibility of reserving preferred spaces for ZEVs at public and City employee parking lots	

Measure/Action		Performance Objectives
Measure V2: Transition Municipal Fleet to EVs ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: 2035: 2,395 2045: 991)***		
Municipal Operations		
Action 1	Conduct feasibility and cost analysis to strategically plan municipal fleet electrification	**By 2035**: Install 5 public EV chargers at City owned facilities **By 2045**: Install 10 EV chargers at City owned facilities
Action 2	Electrify municipal fleet in line with feasibility and cost considerations	
Measure V3: Accelerate Freight Decarbonization ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: 2035: 2,395 2045: 991)***		
Community		
Action 1	Collaborate with Caltrans and the Ports of Long Beach and Los Angeles on freeway and technology improvements benefitting goods movement industries	Not Applicable.
Action 2	Promote local business and industry participation in SCAQMD's truck and train projects funded through CARB's Goods Movement Emission Reduction Program	
Action 3	Evaluate the potential to adopt low-emission delivery zones that provide priority curb access for zero-emission delivery vehicles in specified loading areas throughout the City, including near schools, senior facilities, parks, and other locations with high pedestrian traffic	
Action 4	Streamline permitting for ZEV charging and clean fueling infrastructure for medium- and heavy-duty vehicles.	
Action 5	Designate and enforce truck routes away from homes and schools, and develop anti-idling protocols	
Action 6	Partner with SCAQMD and local schools to deploy low-cost air quality sensors, share real-time data, and engage residents in identifying air quality hotspots for enforcement or remediation	
Smart Mobility and Active Transportation (M)		
Measure M1: Expand Access to Public Transit ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: 2035: 149 2045: 51)***		
Community		
Action 1	Coordinate with surrounding cities, the County, and LA Metro to determine feasibility of increasing frequency or coverage of transit serving Maywood	**By 2035:** • Implement a Subsidized Transit Pass Program for 670 households • Expand Maywood Express service hours by 3 hours each day and full Saturday coverage
Action 2	Evaluate the potential to expand the Maywood Express to and from schools and surrounding areas	
Action 3	Conduct study to determine economic feasibility of discounting public transit fares for all transit riders	

Measure/Action		Performance Objectives
Action 4	Establish subsidized, discounted, or free transit passes for community members identified in the economic feasibility study	• Expand Maywood Express frequency from every 38 minutes to 20 minutes **By 2045:** • Maintain a Subsidized Transit Pass Program for 670 households • Maintain Maywood Express service hour extensions as described under the 2035 performance objective • Maintain Maywood Express frequency to every 20 minutes
Action 5	Educate the community on the benefits of using public transportation and the value proposition of transit expansion initiatives and fare adjustments	
Action 6	Examine potential to add more seating and shade at bus stops, partnering with local, state, and regional partners to access funding	
Action 7	Coordinate with LA Metro on expanding regional connectivity	
Action 8	Partner with LA Metro to implement transit-supportive treatments on existing transit routes, which could include infrastructure improvements and traffic signal modifications to improve transit times and reliability throughout the community	
Action 9	Expand participation in LA Metro's Low-Income Fare Is Easy (LIFE) program and explore discounted or free transit options for Maywood Express service.	
Action 10	Ensure future transit tops are accessible and comfortable for people from all backgrounds and all physical abilities.	
Measure M2: Promote Transit Oriented Development ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: 2035: 469 2045: 194)***		
Community		
Action 1	Provide incentives (density bonuses, concessions, and waivers) for dense residential development, including affordable and below market rate housing, near transit routes, including Slauson Avenue and Atlantic Boulevard corridors	**By 2035:** • Increase Residential Density through 258 new units zoned for and identified by the Housing Element • Increase Job Density through 1,341 thousand square feet increase of new commercial, industrial, and public/quasi-public land uses identified by the Land Use Element • Develop Transit-Oriented Developments through 253 residential units and office space within half mile of Slauson Ave and Atlantic Blvd high quality transit stop • Complete construction of a 61-unit affordable housing project and continued development to meet RHNA needs **By 2045:** • Increase Residential Density through 344 new units zoned for and identified by the Housing Element • Increase Job Density through 1,789 thousand square feet increase of new commercial,
Action 2	Educate developers about incentives for dense residential development	
Action 3	Re-zone certain areas (including Slauson Avenue and Atlantic Boulevard corridors) to allow for more home-based businesses	

Measure/Action		Performance Objectives
		industrial, and public/quasi-public land uses identified by the Land Use Element • Develop Transit-Oriented Developments through 338 residential units and office space within half mile of Slauson Ave and Atlantic Blvd high quality transit stop • Continue construction of new development to meet future RHNA needs
Measure M3: Promote Active Transportation ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: 2035: 24 2045: 9)***		
Community		
Action 1	Improve sidewalks with more shade, more greenery, safe crossings, and adequate space for wheelchair and stroller use, prioritizing those locations identified by community and in the Maywood ATP	**By 2035:** • Install EOT Bike Facilities (including showers) for approximately 750 new employees • Construct 9 miles of new Class III Bike Facilities identified by Maywood Active Transportation Plan • Construct Slauson Avenue and Atlantic Boulevard mobility hub By 2045: • Install EOT Bike Facilities (including showers) for approximately 1,000 new employees • Maintain 9 miles of previously constructed Class III Bike Facilities identified by Maywood Active Transportation Plan • Maintain Slauson Avenue and Atlantic Boulevard mobility hub
Action 2	Expand bicycle and pedestrian infrastructure, including Class I, II, III, and IV bicycle routes, signage, and intersection treatments along corridors outlined in the Maywood ATP	
Action 3	Partner with CBOs and local businesses to install and maintain end-of-trip facilities including bike parking, bike lockers, showers, and personal lockers	
Action 4	Potentially introduce electric bike share and scooter share programs that incentives third-party providers to locate in Maywood, including partnering with LA Metro to expand their Metro Bike Share program into the City.	
Action 5	Collaborate with Los Angeles County, LA Metro, and Maywood Express to invest in safety features and first mile / last mile bicycle and pedestrian connections around transit stations	
Action 6	Coordinate with schools and local CBOs to host “open street” events that promote active transportation and educate students and community members on how to safely navigate bicycle routes	
Action 7	Limit businesses within the City that are served by trucks, especially those located along pedestrian and bicycle corridors	
Action 8	Install energy-efficient LED lighting at crosswalks, parks, and bus stops to enhance safety and visibility, particularly for women, children, and seniors	
Action 9	Engage youth and CBOs in street design. Fund participatory design projects with youth organizations and active-transportation nonprofits to co-create murals, shade installations, and community wayfinding.	

Measure/Action		Performance Objectives
Municipal Operations		
Action 10	Improve all sidewalks and pedestrian infrastructure around City buildings to be safe, accessible, and comfortable	**By 2035:** • Install EOT Bike Facilities (including showers) for approximately 750 new employees • Construct 9 miles of new Class III Bike Facilities identified by Maywood Active Transportation Plan • Construct Slauson Avenue and Atlantic Boulevard mobility hub **By 2045:** • Install EOT Bike Facilities (including showers) for approximately 1,000 new employees • Maintain 9 miles of previously constructed Class III Bike Facilities identified by Maywood Active Transportation Plan • Maintain Slauson Avenue and Atlantic Boulevard mobility hub
Action 11	Install and maintain bicycle infrastructure at City owned buildings, including community centers and cooling centers	
Action 12	Establish a bike share program to encourage City employees to borrow bikes for transportation to local meetings	
Measure M4: Support Employer Transportation Demand Management (TDM) Programs ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: 2035: 120 2045: 41)***		
Community		
Action 1	Coordinate with schools and local employers to support carpooling, vanpools, programs to reduce driving to/from school and work	**By 2035:** • Implement Commute Trip Reduction Marketing for approximately 400 Employees • Implement Employee Parking Cashout Program for approximately 400 Employees • Implement Community-Based Travel Planning for 20% of residents **By 2045:** • Maintain Commute Trip Reduction Marketing for approximately 400 Employees • Maintain Employee Parking Cashout Program for approximately 400 Employees • Maintain Community-Based Travel Planning for 20% of residents
Action 2	Encourage employers to market and implement a voluntary trip commute trip reduction program and offer employee parking cash-outs., which allow employees to forgo parking in lieu of a cash payment equivalent to the cost of the parking space.	

Measure/Action		Performance Objectives
Municipal Operations		
Action 3	Establish a program to encourage City employees to reduce driving to work or City hosted events	**By 2035:** • Implement Commute Trip Reduction Marketing for approximately 400 Employees • Implement Employee Parking Cashout Program for approximately 400 Employees • Implement Community-Based Travel Planning for 20% of residents **By 2045:** • Maintain Commute Trip Reduction Marketing for approximately 400 Employees • Maintain Employee Parking Cashout Program for approximately 400 Employees • Maintain Community-Based Travel Planning for 20% of residents
Measure M5: Reform Parking Policies ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: 2035: 87 2045: 29)***		
Community		
Action 1	Promote unbundling parking costs from property costs, including employee parking cash-outs, to employers and property owners	**By 2035:** • Unbundle Residential Parking Costs for approximately 300 new multifamily dwelling units • Implement market priced parking along Slauson Avenue and Atlantic Avenue near future mixed-use developments **By 2045:** • Maintain unbundled Residential Parking Costs for approximately 300 new multifamily dwelling units identified under 2035 performance objective • Implement market priced parking along Slauson Avenue and Atlantic Avenue near future mixed-use developments
Action 2	Develop a comprehensive parking reform strategy that potentially includes eliminating minimum parking requirements for all new residential units, creating parking benefit districts, developing planning strategies for transitioning land dedicated to parking to alternative transit and public uses, and incentivizing developers to provide less than maximum allowable parking	
Action 3	Implement market price public parking for all on-street public parking in the City near central business districts, employment centers and)	
Municipal Operations		
Action 4	Provide the options for employee parking cash-outs for City employees commuting to City buildings and facilities	**By 2035:** • Unbundle Residential Parking Costs for approximately 300 new multifamily dwelling units • Implement market priced parking along Slauson Avenue and Atlantic Avenue near future mixed-use developments

Measure/Action		Performance Objectives
		By 2045: • Maintain unbundled Residential Parking Costs for approximately 300 new multifamily dwelling units identified under 2035 performance objective • Implement market priced parking along Slauson Avenue and Atlantic Avenue near future mixed-use developments
Off-Road Equipment Electrification (O)		
Measure R1: Support Off-Road Equipment Electrification ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: 2035: 122 2045: 481)***		
Community		
Action 1	Develop infrastructure to support electric and hydrogen fuel cell equipment	**By 2035:** Electrify 20% of off-road equipment used throughout the City **By 2045:** Electrify 75% of off-road equipment throughout the City
Action 2	Provide educational materials to builders and construction contractors on the benefits and capabilities of electric off-road equipment	
Action 3	Through the permitting process, require private developers to use green construction methods that reduce emissions	
Action 4	Adopt restrictions to minimize unnecessary idling of off-road equipment	
Municipal Operations		
Action 5	Increase the use of zero-emission off-road equipment by municipal fleet facilities	**By 2035:** Electrify 20% of off-road equipment used in City run projects **By 2045:** Electrify 75% of off-road equipment used in City run projects
Action 6	Establish procurement policies mandating zero-emission or low-emission equipment for municipal projects	
Recycling and Organic Waste Diversion (R)		
Measure R1: Divert Organic Waste from the Landfill ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: 2035: 1,520 2045: 2,495)***		
Community		
Action 1	Partner with Universal Waste Systems and CBOs to provide education to the community and businesses on how to properly dispose of organic materials, what waste should be thrown in green bins, and what happens with the waste from green bins	**By 2035:** 12% of Citywide organic waste citywide is composted or diverted from the landfill through an organic waste program (doubling of 2023 levels) **By 2045:** 20% of Citywide organic waste citywide is composted or diverted from the landfill through an organic waste program
Action 2	Provide at-home and community garden compost education through in-person demonstrations, social media, City webpage, and flyers	

Measure/Action		Performance Objectives
Municipal Operations		
Action 3	Coordinate with Universal Waste Systems to provide organic waste bins and pick-up services at all City buildings and facilities	**By 2035:** 12% of waste from City operations is composted or diverted from the landfill through an organic waste program (doubling of 2023 levels) **By 2045:** 20% of waste from City operations is composted or diverted from the landfill through an organic waste program
Action 4	Educate City employees on proper organic waste disposal, promoting the proper use of green bins at City buildings and facilities	
Action 5	Conduct waste audit to identify large sources of organic waste from City operations, and focus waste reduction efforts where action is needed most	
Measure R2: Expand Edible Food Recovery Networks ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: Supportive.)***		
Community		
Action 1	Launch educational programs focused on edible food recovery and food waste reduction to community members and businesses	Not Applicable.
Action 2	Foster a community-wide food recovery network by connecting businesses, food recovery organizations, and organizations the support residents	
Action 3	Explore incentives for businesses to partner with food recovery organizations to feed community members in need	
Action 4	Examine existing regulations that limit or discourage edible food recovery efforts	
Municipal Operations		
Action 5	Establish a food recovery policy for events hosted by the City, to ensure edible food is recovered and distributed to community members in need	Not Applicable.
Action 6	Participate in food recovery efforts to build relationships with food recovery organizations and expand food recovery networks	
Measure R3: Increase Material Recycling and Reuse ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: Supportive.)***		
Community		
Action 1	Provide discounted recycling bins to underserved areas or locations with high volumes of recyclable materials	**By 2035**: 60% of total waste citywide is diverted and recycled **By 2045**: 65% of total waste is diverted and recycled
Action 2	Launch programs to educate business owners and landlords on how to obtain and maintain recycling bins	
Action 3	Partner with schools, CBOs, and Universal Waste Systems to educate residents and businesses on material reuse networks and proper recycling	
Action 4	Identify optimal locations for public recycling bins and host educational events for businesses and building owners in those areas	

Measure/Action		Performance Objectives
Action 5	Partner with Universal Waste Systems to provide adequate service for recycling bins in public spaces	
Action 6	Host repair cafes and swap events for community members to extend the useful life of materials, clothing and other essential items	
Action 7	Explore installing more public recycling bins at City owned buildings, parks, and facilities, through feasibility studies and mapping strategic locations	**By 2035**: 60% of waste generated in City operations is diverted and recycled **By 2045**: 65% of waste generated in City operations is diverted and recycled
Action 8	Implement a sustainable purchasing policy for municipal operations, including reusable products and products made from recycled, non-toxic, and/or sustainably sourced materials where available	
Action 9	Ensure all City owned buildings and facilities have recycling bins for employees and are serviced by a recycling hauler	
Action 10	Establish reuse, repair, and sharing networks within departments or across departments for employees to extend the life of products they use at work	
Water Conservation and Reuse (W)		
Measure W1: Reduce Indoor and Outdoor Water Consumption ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: Supportive.)***		
Community		
Action 1	Explore building codes or performance standards requiring new and existing buildings to be water-efficient	Not Applicable.
Action 2	Explore updating the City's water efficient landscaping requirements to further enhance drought-tolerant landscaping	
Action 3	Partner with CBOs to establish a science-backed, drought-tolerant and/or California native landscaping database online to help residents, developers, and landscapers identify plants, their water needs, and how to properly care for them	
Action 4	Partner with water utilities to expand water conservation rebates for water-saving appliances, sprinkler systems, and turf replacement	
Action 5	Partner with water utilities to reduce water loss in distribution systems and upgrade pumping and water treatment systems	
Action 6	Expand water conservation and rebate education through utilizing social media, TV/radio, and demonstrations for businesses and community members	
Action 7	Target rebates and direct-install devices to lower-income households	

Measure/Action		Performance Objectives
Municipal Operations		
Action 8	Conduct regular leak detection inspections on City owned and operated buildings and facilities and replace aging pipes to minimize water loss	Not Applicable.
Action 9	Conduct water efficiency study for water intensive municipal activities such as irrigation for parks to determine feasibility of introducing water efficient solutions and drought tolerant landscapes	
Action 10	Implement equipment replacement policy that requires appliances and equipment to meet high-water-efficient standards	
Measure W2: Increase Use of Recycled Water and Greywater Systems ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: Not quantified.)***		
Municipal Operations		
Action 1	Partner with water utilities to expand conservation rebates for greywater systems and rainwater harvesting for residential and commercial properties	Not Applicable.
Action 2	Develop greywater system education campaign utilizing social media and demonstrations for businesses and community members	
Action 3	Examine existing ordinances that could be updated to remove barriers or support the installation of bioswales at residential and commercial properties	
Municipal Operations		
Action 4	Conduct cost and feasibility studies for greywater systems and rainwater harvesting for City owned facilities	Not Applicable.
Action 5	Evaluate feasibility of installing bioswales along streets or at City owned properties that safely capture stormwater while removing debris and pollution	

Notes: $MTCO_2e$ = carbon dioxide equivalent, CARE = California Alternate Rates for Energy, FERA = Family Electric Rate Assistance, CBO = Community-Based Organization, SolarAPP+ = Solar Automated Permit Process, JPA = Joint Powers Authority, HVAC = Heating Ventilation, and Air Conditioning, ZEV = zero-emission vehicles, EV = electric vehicle, SCAQMD = South Coast Air Quality Management District, LIFE = LA Metro's Low-Income Fare Is Easy.

Source: City of Maywood, 2025

Adaptation and Resilience Strategies and Measures

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

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

Measures were screened and prioritized using the following criteria:

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

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

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

Integrating Climate Vulnerability, VMT Reduction, and Adaptation Strategies

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

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

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

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

TABLE 5
MAYWOOD CAARP ADAPTATION AND RESILIENCE STRATEGY AND MEASURES

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

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

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

Notes: AC2HP = Accelerate Clean Energy to Heat Pump, CBO = Community-Based Organization.

Source: City of Maywood, 2025

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

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

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

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

Note: VMT = vehicle miles traveled.

Source: Fehr & Peers, 2025

TABLE 7
REDUCTION MEASURES BY CATEGORY

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

Source: Fehr & Peers, 2025

Required Approvals

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

CHAPTER 3
Initial Study/Environmental Checklist

1. Project Title: City of Maywood Climate Action, Adaptation, and Resilience Plan

2. Lead Agency Name and Address: City of Maywood
   4319 East Slauson Avenue
   Maywood, CA 90270

3. Contact Person and Phone Number: Miguel Leon
   (323) 562-5714

4. Project Location: City of Maywood (City-wide)

5. Project Sponsor's Name and Address: City of Maywood
   4319 East Slauson Avenue
   Maywood, CA 90270

6. General Plan Designation(s): Several

7. Zoning: Several

8. Description of Project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

   Refer to Chapter II, *Project Description*, of this Draft IS/MND, above.

9. Surrounding Land Uses and Setting. (Briefly describe the project's surroundings.)

   Several.

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

    N/A

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

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

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

Environmental Factors Potentially Affected

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

Signed by:
Miguel Leon
0E17F2E0ACE443D...
Signature

12/30/2025
Date

Aesthetics

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS — Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

Discussion

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

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

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

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

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

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

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

Cumulative Impacts

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

Agriculture and Forestry Resources

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

Discussion

a) **No Impact.** Based on a review of the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP), the City is designated as Urban and Built-Up Land.[9] There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the City. Further, the CAARP does not propose physical changes that would affect agricultural land. Therefore, the Project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of statewide importance to non-agricultural use and no impact would occur, and no mitigation measures would be required.

b) **No Impact.** The City does not contain any agricultural land uses within a Williamson Act Contract.[10,11] The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City. Thus, the Project would not conflict with existing zoning for

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

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

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

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

c) **No Impact.** There is no land zoned for forest land, timberland, or timberland production in the City.[12] Thus, the Project would not conflict with existing zoning for or cause rezoning of forest land, timberland, or timberland production and no impact would occur, and no mitigation measures would be required.

d) **No Impact.** As mentioned above, the City does not have any land designated or zoned for forest use.[13] Thus, the Project would not result in the loss of forest land or conversion of forest land to non-forest use and no impact would occur, and no mitigation measures would be required.

e) **No Impact.** As mentioned above, the City is urbanized and built up.[14] There are no forest lands within the City, as defined by Public Resources Code (PRC) Section 12220(g), nor are there any timberlands defined by PRC Section 4526.[15] Thus, the CAARP does not propose land use, zoning, or physical changes in the City, which due to their location or nature, would result in conversion of Farmland to non-agriculture use or conversion of forest land to non-forest use, and no impact would occur, and no mitigation measures would be required.

Cumulative Impacts

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

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

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

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

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

Air Quality

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

Discussion

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

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

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

[16] SCAQMD, 2022 Air Quality Management Plan, 2022.

pollutants within the areas under the jurisdiction of SCAQMD, return clean air to the region, and minimize the impact on the economy. Projects that are consistent with the assumptions used in the AQMP do not interfere with attainment because the growth is included in the projections utilized in the formulation of the AQMP. Thus, a projects use and activities that would not conflict with the applicable growth projections and control strategies used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if a project, use, or activity would individually exceed the SCAQMD's numeric significance thresholds.

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

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

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

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

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

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

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

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

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

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

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

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

Construction and Operation

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

used to determine the maximum allowable daily emissions that a project may generate without causing or contributing to an exceedance of the applicable NAAQS without project-specific dispersion modeling. The screening criteria depend on: (1) the area in the South Coast Air Basin in which the project is located, (2) the size of the project area, and (3) the distance between the project's emission sources and the nearest sensitive receptor. The localized significance thresholds are applicable to NO_X, carbon monoxide (CO), PM10, and PM2.5.

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

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

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

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

Carbon Monoxide Hotspot

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

Toxic Air Contaminants

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

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

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

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

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

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

Cumulative Impacts

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

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

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

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

Biological Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES — Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

f) **No Impact.** The purpose and intended effect of the CAARP is to reduce GHG emissions generated and help reduce the effects of climate change within the City. The CAARP does not propose land use, zoning, or physical changes in the City. In addition, the City is not located within a conservation plan.[22] Therefore, the Project would not include any physical change that would conflict with an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plant thus no impact would occur, and no mitigation measures would be required.

Cumulative Impacts

The CAARP is intended to facilitate GHG reductions within the City of Maywood by implementing various strategies and actions that are consistent with the CAARP as part of future development. The only other related projects in the region with the potential to contribute to cumulative effects in conjunction with the CAARP are other CAPs and similar GHG reduction plans. Implementation of future CAARP-related projects, in combination with other cumulative projects that occur to accommodate the City's anticipated population, employment, and housing growth, could result in impacts to biological resources during infrastructure and building construction. However, any future CAARP-related project would be required to comply with applicable City General Plan policies and state and federal regulatory requirements regarding avoidance of special wildlife species and habitat. The CAARP does not propose land use, zoning, or physical changes in the City and focuses on an urbanized area with low potential for interference with native wildlife species, corridors, and nursery sites. The CAARP's proposed measures are expected to result in a long0term cumulative benefit to local biological resources, particularly through the incorporation of

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

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

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

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

Cultural Resources

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

Discussion

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

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

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

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

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

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

c) **Less Than Significant Impact with Mitigation Incorporated.** The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City and would instead promote sustainable infrastructure development and strategies to reduce GHG emissions in the City. As a policy document, the CAARP itself would not result in direct impacts to human remains. However, future projects implementing GHG reduction measures that would involve ground disturbing activities could, depending on their location, result in disturbance of human remains interred outside of a dedicated cemetery. Ground-disturbing projects of all kinds would be required to comply with applicable federal, state, and local regulations that protect human remains and, where applicable, undergo the City's discretionary review process, including

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

Mitigation Measures

Mitigation Measure CR-1: Future Study – Historical and Unique Archaeological Resources. New projects under the plan that could have a potential direct or indirect impact to historic and archaeological resources and are within or adjacent to (within 100 feet of) structures that are more than 45 years old, or have been recorded as historic resources or that require ground disturbance that could impact archaeological resources that might be found to be significant historical resources under CEQA.

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

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

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

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

Significance Determination

Less Than Significant Impact with Mitigation Incorporated

Cumulative Impacts

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

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

Energy

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

Discussion

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

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

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

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

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

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

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

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

In summary, these strategies and measures would reduce energy and transportation fuel consumption through targeted improvements across multiple sectors. Building energy efficiency would be enhanced by transitioning to renewable electricity sources and implementing all-electric, high-efficiency building designs. Water energy efficiency would improve through conservation and reuse initiatives that lower the energy required for water treatment and distribution. Solid waste reduction would be achieved by diverting organic and recyclable materials from landfills, thereby decreasing energy use and emissions associated with waste processing. Transportation fuel demand would decline through the promotion of zero-emission vehicles, electrification of off-road equipment, and expanded support for smart mobility and active transportation, all of which reduce reliance on fossil fuels and vehicle trips. As such, the CAARP would support plans for reducing the consumption of energy sources such as electricity, natural gas, and transportation fuels within the City, deploying renewable and zero emissions technologies, and improving energy efficiency. Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be less than significant, and no mitigation measures are required.

Cumulative Impacts

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

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

Geology and Soils

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
VII. GEOLOGY AND SOILS — Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Discussion

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

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

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

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

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

a.ii) **No Impact.** The CAARP proposed measures focus on transportation, electricity, natural gas, solid waste, wastewater treatment, and energy use for water conveyance. The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City and instead proposes measures focused on reducing GHG emissions in the City. Any individual construction projects that would result from the adoption of the CAARP, such as installing EV charging stations (Measure V1) would be required to adhere to seismic standards of the California Building Code (CBC), which are designed to avoid safety and property risk associated with ground shaking. Furthermore, Measure A5 prioritizes the upgrade and protection of critical facilities and infrastructure following a seismic event to ensure that they withstand strong ground shaking and remain operational. Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking, and no impact would occur.

a.iii) **Less Than Significant Impact.** Liquefaction susceptibility is influenced by the physical properties of soil, such as grain-size distribution, compaction, cementation, saturation, and depth. In the City, the underlying geologic materials are firm and dense, with a substantial proportion of clay.[26] The potential for liquefaction is considered to be very low for most of the City north of Slauson Avenue.[27] However, ground water levels and soil characteristics increase the liquefaction potential for the portion of the City south of Slauson Avenue, with a small area in the extreme southeast corner of the City having a high liquefaction potential.[28] According to the California Geologic Survey (CGS), the City is located within a Liquefaction Zone.[29] The Safety Element of the City's General Plan suggest that further investigation may be required to understand the degree and extent of the liquefaction risk in the City. The CAARP's incorporation of Measure A5 would be beneficial, as it ensures that the critical facilities most essential for public safety and recovery are prioritized against seismic hazards, including liquefaction risk, thereby reducing the impacts during such events. Any future CAARP-related project would be required to adhere to the seismic standards of the CBC, which are designed to avoid safety and property risk associated with ground shaking. Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving liquefaction and impacts would be less than significant, and no mitigation measures would be required

a.iv) **No Impact.** The geologic and topographic characteristics of an area often determine its potential for landslides. Landslides (or slope failure) refer to the dislodging and failing of a mass of soil or rocks along a sloped surface. According to the Safety Element of the City's General Plan, the

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

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

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

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

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

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

c) **Less Than Significant Impact.** Unstable geologic units or soils commonly occur when there are landslides, lateral spreading, subsidence/collapse, or liquefaction.

Landslides

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

Lateral Spreading

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

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

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

Subsidence/Collapse

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

Liquefaction

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

d) **Less Than Significant Impact.** As discussed above, the CAARP is a policy document and does not propose land use, zoning, or physical changes in the City and would instead promote sustainable infrastructure development and strategies to reduce GHG emissions in the City. Any future CAARP-related project would be required to adhere to seismic standards of the CBC, which is designed to avoid hazards related to soil constraints and geologic conditions. Therefore, the Project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code[35], creating substantial direct or indirect risks to life or property, thus impacts would be less than significant, and no mitigation measures would be required.

e) **No Impact.** The CAARP would outline a strategic roadmap with clear goals, innovative strategies, and actionable measures across various sectors. These include transportation, electricity, natural gas, solid waste, wastewater treatment, and energy use for water conveyance.

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

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

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

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

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

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

Mitigation Measures

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

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

Cumulative Impacts

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

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

Greenhouse Gas Emissions

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

Discussion

a) **Less Than Significant Impact**. State regulated GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3). CO_2 is the most abundant GHG in the atmosphere. Emissions of CO_2, CH_4, and N_2O are of principal concern for development projects as they are associated with the combustion of fossil fuels such as diesel, gasoline, and natural gas. Emissions of CH_4 are also associated with wastewater treatment and solid waste decomposition. Impacts of GHGs are borne globally, as opposed to localized air quality effects of air pollutants and toxic air contaminants. The quantity of GHGs that it takes to result in climate change is not precisely known; however, it is clear that the quantity is enormous, and no single project would measurably contribute to a noticeable incremental change in the global average temperature, or to global, local, or micro climates. From the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative.

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

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

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

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

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

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

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

2022 Climate Change Scoping Plan

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

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

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

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

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

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

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

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

Connect SoCal 2024

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

TABLE 9
CONSISTENCY WITH APPLICABLE CONNECT SOCAL 2024 STRATEGIES

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

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

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

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

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

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

Cumulative Impacts

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

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

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

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

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

Hazards and Hazardous Materials

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

Discussion

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

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

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

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

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

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

d) **No Impact**. According to the State Water Resources Control Board (SWRCB) Geotracker database, there are no active hazardous material sites within the City.[38] Since the CAARP would serve as a policy document guiding GHG emission reduction in the City, any CAARP-related project would be required to comply with relevant federal and state regulations designed to avoid public health and environmental impacts. Therefore, the Project would not be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment, thus no impact would occur, and no mitigation measures would be required.

e) **No Impact**. The City is not located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport. As mentioned above, the CAARP is a policy document which proposes measures to reduce GHG emissions in the City. The CAARP does not propose any land use, zoning, or physical changes in the City. Therefore, the Project would not be located in an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, which would result in a safety hazard or excessive noise for people residing or working in the area, thus no impact would occur, and no mitigation measures would be required.

f) **No Impact.** The CAARP is a policy document intended to reduce GHG emissions in the City. The CAARP does not propose land use, zoning, or physical changes in the City nor would it facilitate new development that would interfere with adopted emergency plans. Any future CAARP-related projects would have the potential to require lane closures (i.e., Smart Mobility and Active Transportation (M) strategy improvements) and may impact traffic and vehicle speeds on the affected roadways; however, these impacts would be temporary and safe access to roadways would be maintained throughout project construction. Furthermore, CAARP-related projects involving work in the public right-of-way would be required to coordinate with the City through the street use permits, encroachment permit review and construction permitting processes to confirm appropriate construction staging and adequate vehicular and pedestrian access on adjacent roadways and that emergency evacuation routes would not be impacted. In addition, the CAARP's Measure A5 would support and enhance the implementation of adopted emergency response and evacuation plans by identifying, prioritizing, and upgrading critical infrastructure and improving coordination. Therefore, the Project would not impact implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, thus no impact would occur, and no mitigation measures would be required.

g) **No Impact.** The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City that would be subject to wildland fire, nor would it result in other physical changes to the environment that would increase the risk of wildfires. According to the California Department of Forestry and Fire Protection (CALFIRE), the City is located outside a Very High Fire Hazard Severity Zone (VHFSZ), a Local Responsibility Area (LRA), and a State

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

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

Cumulative Impacts

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

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

[40] CALFIRE. 2023. State Responsibility Area Fire Hazard Severity Zones. Available at: https://34c031f8-c9fd-4018-8c5a-4159cdff6b0d-cdn-endpoint.azureedge.net/-/media/osfm-website/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fhsz_statewide_sra_e_2022_3.pdf?rev=c65c830f728346458f3e69ab360148df&hash=CFA38F6F9890BF2F83546EEFC1D28859, accessed October 29, 2025.

Hydrology and Water Quality

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

Discussion

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

b) **No Impact.** The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City, which would not result in an increase demand for groundwater. The CAARP does not propose development that would require large expanses of impervious surfaces, including areas that are important for groundwater recharge. The CAARP would instead promote sustainable infrastructure development and strategies to reduce GHG emissions in the City. Therefore, the Project would not decrease groundwater supplies or interfere with groundwater recharge such that the Project may impede sustainable groundwater management of the basin thus no impact would occur, and no mitigation measures would be required.

c.i) **No Impact.** The CAARP does not propose land use, zoning, or physical changes in the City or large expanses of impervious surfaces or other actions that would generate substantial erosion or siltation on-or off-site. Any future CAARP-related projects would have the potential to result in substantial erosion or siltation on- or off-site but these individual projects would be required to undergo an environmental review pursuant to CEQA, on a case-by-case basis. The CAARP is supportive of actions to manage runoff, such as Measure A4, which would help to mitigate potential erosion. Therefore, the CAARP, serving as a policy document, does not propose development that would substantially alter the existing drainage pattern of a site or area, including through the alteration of the course of a stream or river or through the addition of impervious services, in a manner which would result in substantial erosion or siltation on- or off-site, thus no impact would occur, and no mitigation measures would be required.

c.ii) **No Impact.** As mentioned above, the CAARP is a policy document and does not propose land use, zoning, or physical changes in the City or large expanses of impervious surfaces or other actions that would generate increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Any future CAARP-related project would have the potential to result in substantial increase or amount of surface runoff but these individual projects would be required to undergo an environmental review pursuant to CEQA, on a case-by-case basis. Furthermore, policies with the CAARP, such as promoting Measure A4, would work to increase infiltration and reduce the rate and amount of surface runoff, which has a beneficial effect on mitigating potential flooding. Therefore, the CAARP, serving as a policy document, does not propose development that would substantially alter the existing drainage pattern of a site or area, including through the alteration of the course of a stream or river or through the addition of impervious services, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site thus no impact would occur, and no mitigation measures would be required.

c.iii) **No Impact.** The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City or large expanses of impervious surfaces or other actions that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Any future CAARP-related project would have the potential to create or contribute runoff water that would exceed existing or planned stormwater drainage systems but these individual projects would be required to undergo an environmental review pursuant to CEQA, on a case-by-case basis. Furthermore, the CAARP's Water Conservation and Reuse (W) strategy, combined with Measure A4, are intended to reduce the volume of water entering the systems and minimize sources of

polluted runoff. Therefore, the CAARP, serving as a policy document, would not propose development that would substantially alter the existing drainage pattern of a site or area, including through the alteration of the course of a stream or river or through the addition of impervious services, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff thus no impact would occur, and no mitigation measures would be required.

c.iv) **No Impact.** As mentioned above, the CAARP does not propose land use, zoning, or physical changes in the City. The CAARP does not propose development that would alter the existing drainage pattern of a site or area, including through the alteration of the course of a stream or river or through the addition of impervious services, in a manner which impede or redirect flood flows thus no impact would occur, and no mitigation measures would be required.

d) **No Impact.** According to the Safety Element, the City of Maywood is not at risk of flooding per the current Federal Emergency Management Agency (FEMA) flooding map. [41] There are also no mapped floodplains in the City, and no land uses within the City are considered at risk of flooding.[42] The City is immediately adjacent to the Los Angeles River, and while the southeast portion of the City is within an area of reduced flood risk due to levee failure, the CAARP is a policy document and does not propose land use, zoning, or physical changes to the City. Any future CAARP-related project would be subject to review against current FEMA maps, and the risk of pollutant release due to inundation would undergo a separate, project-specific environmental review. Therefore, the CAARP would not release pollutants due to project inundation within a flood hazard, tsunami, or seiche zone, thus no impact would occur, and no mitigation measures would be required.

e) **No Impact.** The CAARP measures focus on GHG reduction efforts and sustainability. The CAARP would not interfere with or obstruct the implementation of water quality standards, waste discharge requirements, or otherwise substantially degrade surface or groundwater quality, thus no impact would occur, and no mitigation measures would be required.

Cumulative Impact

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

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

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

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

Land Use and Planning

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

Discussion

a) **No Impact.** The CAARP is a policy document and does not propose land use, zoning, or physical changes in the City that would divide an established community. The CAARP outlines a strategic roadmap with clear goals, innovative strategies, and actionable measures across various sections including transportation, electricity, natural gas, solid waste, wastewater treatment, and energy use for water conveyance. The CAARP's objective is also to enhance the City's resilience to climate change impacts through engaging planning practices. Therefore, the Project would not physically divide an established community thus no impact would occur, and no mitigation measures would be required.

b) **No Impact.** The CAARP is a policy document containing measures that are consistent with the City's General Plan and that are designed to reduce adverse environmental impacts associated with climate change. Nonetheless, implementing the CAARP would require some modification of existing policies, including developing and implementing new programs, projects, or modifying existing ones. To implement these policies and measures, the City's Municipal Code and other applicable City policies would need to be amended to reflect new or modified requirements. However, where modifications of existing policies are implemented, the CAARP measures would result in greater avoidance or reduction of environmental effects caused by climate change. Therefore, the Project would not cause a significant impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect thus no impact would occur, and no mitigation measures would be required.

Cumulative Impacts

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

Mineral Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Discussion

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

Cumulative Impacts

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

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

Noise

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XIII. NOISE — Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Discussion

a) **Less Than Significant Impact.** The City is located in southeastern Los Angeles County. The City's CAARP is a policy document designed to reduce GHG emissions and enhance community resilience to climate change. Adoption and implementation of the CAARP would not result in land use changes, zoning changes, or result in the approval of any specific physical development. While future CAARP-related projects would be implemented under CAARP's various strategies, such as improvements to pedestrian and bicycle infrastructure (Measure M3), these projects would be limited to existing developed areas. Future projects would be required to comply with City noise control requirements in the Municipal Code Title 5, Chapter 23 (Noise Control) including time of day restrictions, noise level requirements, variance procedures, and abatement orders, as applicable. Future projects implemented under the CAARP requiring discretionary approval would also be subject to separate environmental review under the CEQA, ensuring consistency with the City's noise thresholds for construction and operations, if applicable. Because CAARP is a policy document and does not propose specific physical developments, the Project would not have a substantial adverse effect on the ambient noise within the vicinity of any project under CAARP and construction and operational noise would be less than significant, and no mitigation measures are required.

b) **Less Than Significant Impact.** The CAARP is a policy document that outlines a strategic roadmap for reducing GHG emissions and enhancing community resilience. As a policy document, the CAARP would not create new sources of vibration. However, adoption and implementation of the CAARP would lead to future CAARP-related projects that would include physical changes, such as the installation of solar panels (Measure E2) or electric vehicle (EV) charging infrastructure (Zero-Emission Vehicles Strategy (V)). The individual projects requiring discretionary approval would be subject to a separate environmental review under CEQA. Future infrastructure development or redevelopment resulting from the CAARP would be required to comply with applicable City regulations and standards, including those related to vibration. Because the CAARP is a policy document and does not propose specific physical developments,

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

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

Cumulative Impacts

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

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

Population and Housing

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XIV. POPULATION AND HOUSING — Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Discussion

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

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

Cumulative Impacts

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

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

Public Services

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XV. PUBLIC SERVICES —				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
i) Fire protection?	☐	☐	☐	☒
ii) Police protection?	☐	☐	☐	☒
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

Discussion

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

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

Cumulative Impacts

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

Recreation

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION —				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion

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

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

Cumulative Impacts

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

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

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

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

Transportation

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

Discussion

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

Furthermore, the CAARP would also be thoughtfully integrated within existing state planning and funding efforts that connect land use and transportation, consistent with Senate Bill (SB) 375, which promotes sustainable communities by linking regional transportation plans with land-use decisions, and SB 379, which requires local governments to incorporate climate adaptation and resiliency strategies into their general plans. Therefore, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit roadway, bicycle and pedestrian facilities and impacts would be less than significant, and no mitigation measures would be required.

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

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

c) **Less Than Significant Impact.** Any CAARP-related projects would primarily be constructed in developed areas or along existing roadways and would not change the existing configuration of the major roadways in a manner that would create hazards. The CAARP proposes actions and supporting measures in an effort to provide alternative modes of transportation and reduce the number of VMT throughout the City. The GHG measures that encourage a shift in transportation modes and reduction in travel demand would result in minor changes to the existing streetscape. Streetscape improvements, which would include the addition of pedestrian and bicycle facilities would be required to comply with City public improvement and street standards, which are designed to avoid any increase in hazards due to geometric design features or incompatible uses. Therefore, the Project would not increase hazards due to a geometric design feature or incompatible uses thus impacts would be less than significant, and no mitigation measures would be required.

d) **No Impact.** As previously mentioned, the CAARP does not include any land use or zoning changes in the City that would result in changes to the access provided by the City's transportation network. Any CAARP-related project requiring discretionary approval would be required to comply with applicable local policies and undergo project-specific environmental review. The CAARP also includes Measure A5, which enhances the City's overall emergency response capabilities. Therefore, the Project would not result in inadequate emergency access thus no impact would occur, and no mitigation measures would be required.

Cumulative Impacts

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

Tribal Cultural Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
XVIII. TRIBAL CULTURAL RESOURCES —				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources. Code Section 5020.1(k), or	☐	☐	☒	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Discussion

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

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

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

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

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

Cumulative Impacts

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

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

Utilities and Service Systems

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

Discussion

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

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

b) **No Impact.** The CAARP is a policy document that does not include site-specific infrastructure designs or project proposals, nor does it grant entitlements for development that would have the potential to increase water demand. The CAARP contains measures and actions to reduce GHG emissions associated with water distribution, treatment, and transportation, indirectly promoting water use efficiency (Measures W1 and W2). In addition, Measure A4 promotes the use of permeable surfaces and bioswales, which would serve to increase local groundwater recharge and reduce reliance on imported water supplies, further ensuring water sufficiency. Therefore, the Project would have sufficient water available to serve the project and foreseeable development during normal, dry, and multiple dry years, thus no impact would occur, and no mitigation measures would be required.

c) **No Impact.** The CAARP would not result in new land uses that would generate sanitary wastewater or otherwise contribute to an increase in wastewater treatment requirements. Rather, the CAARP includes measures to reduce energy use and associated GHG emissions for water treatment, transportation, and distribution, which would result in beneficial impacts in the City. Therefore, the Project would have adequate capacity to serve the Project's demand in addition to the providers' existing commitments, thus no impact would occur, and no mitigation measures would be required.

d) **No Impact.** The CAARP is a policy document focused on GHG reductions and does not propose measures or actions that would result in the construction of new water or wastewater facilities or the expansion of existing facilities. The CAARP includes measures to direct waste from landfills, which supports and helps attain solid waste reduction goals. Any construction waste generated by CAARP-related projects, including building upgrades (Measure A5), would be temporary and managed in accordance with state and local diversion requirements. Therefore, the Project would not generate solid waste in excess of state or local standards or exceed the capacity of local infrastructure or otherwise impact the attainment of solid waste reduction goals, thus no impact would occur, and no mitigation measures would be required.

e) **No Impact.** The CAARP does not recommend any measure or actions that does not comply with applicable solid waste regulations. Instead, the CAARP's measures are designed to promote compliance and enhance waste reduction efforts, specifically by reducing organic waste through composting and other direction methods (Measure R1). Therefore, the Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste thus no impact would occur, and no mitigation measures would be required.

Cumulative Impacts

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

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

Wildfire

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

Discussion

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

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

[47] CALFIRE. 2023. State Responsibility Area Fire Hazard Severity Zones. Available at: https://34c031f8-c9fd-4018-8c5a-4159cdff6b0d-cdn-endpoint.azureedge.net/-/media/osfm-website/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fhsz_statewide_sra_e_2022_3.pdf?rev=c65c830f728346458f3e69ab360148df&hash=CFA38F6F9890BF2F83546EEFC1D28859, accessed October 29, 2025.

Cumulative Impacts

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

Mandatory Findings of Significance

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

Discussion

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

b) **Less Than Significant Impact.** As discussed in this IS/MND, the CAARP is a policy document and would not result in significant individual or cumulative adverse impacts. Rather, implementation of the CAARP would produce cumulative benefits related to GHG emissions, air quality, the transportation system, energy use, utility demands, and community resiliency. The

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

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

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CHAPTER 4
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None.

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None.

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None.

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Noise

None.

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None.

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None.

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Transportation

None.

Tribal Cultural Resources

None.

Utilities and Service Systems

None.

Wildfire

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Appendix A

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

City of Maywood

CLIMATE ACTION, ADAPTATION, AND RESILIENCE PLAN ASSESSMENT

Phase 1 Final

Prepared for
City of Maywood

September 15, 2023

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

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SECTION 1
Overview

1.1 Background

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

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

1.2 Purpose of this Assessment

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

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

SECTION 2
Community Outreach and Engagement

2.1 Summary of Approach

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

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

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

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

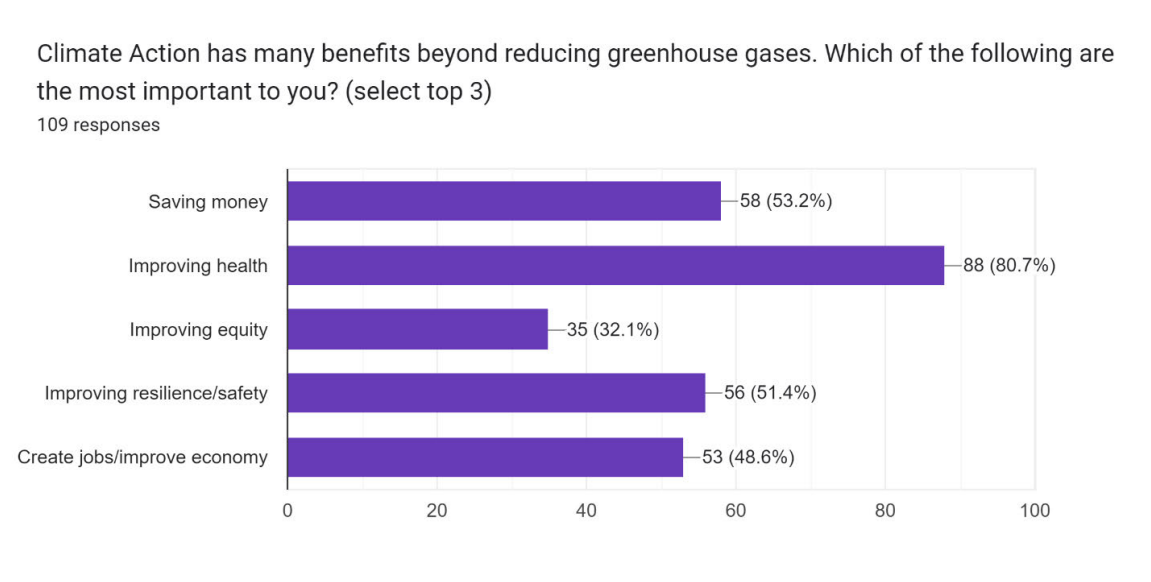
Through the engagement process, the city built and strengthened connections to the YMCA, Amigos de los Rios, MaCES, and with other community leaders. The project team thanks participants for their time and contributions to this project. The City of Maywood looks forward to the opportunity to more deeply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

2.2 Key Takeaways

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

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

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

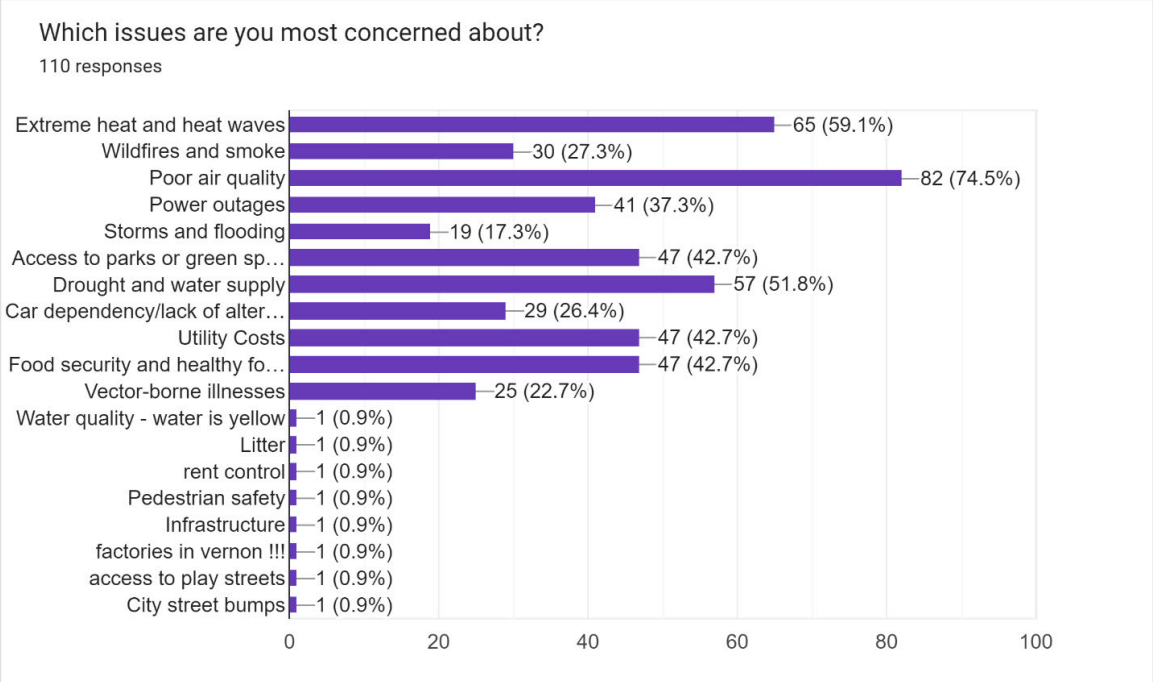


SOURCE: ILG, 2023.

Climate Action, Adaptation, and Resilience Plan Assessment

Figure 1
CAARP Survey: Climate Action Co-Benefits

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



SOURCE: ILG, 2023.

Climate Action, Adaptation, and Resilience Plan Assessment

Figure 2
CAARP Survey: Climate Issues of Concern

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

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

SECTION 3
GHG Emissions Analysis

3.1 Background

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

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

The GHG emissions inventory provides the following:

- Identifies sources of GHG emissions across the sectors of energy, transportation, solid waste disposal, wastewater treatment, water conveyance, and refrigeration;
- Quantifies levels of emissions in carbon dioxide equivalents (CO_2e), using standard accounting protocols;
- Establishes a baseline level of emissions from which to set reduction goals and emission targets for the future;
- Identifies opportunities and strategies for emissions reduction.

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

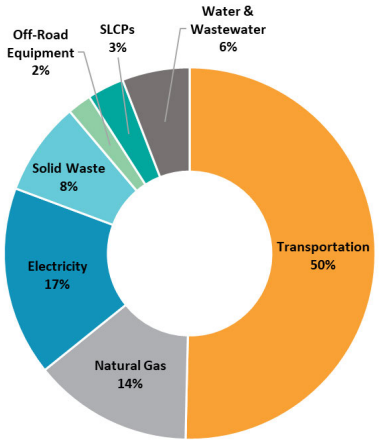
3.2 GHG Inventory Results for 2015

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

TABLE 1
CITY OF MAYWOOD 2015 GHG EMISSIONS

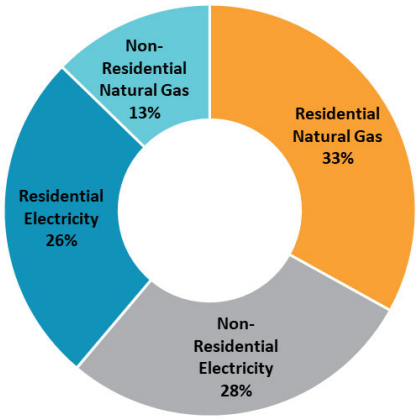
Sector	Emissions (MTCO2e)	Percent of Total
Residential Electricity	6,794	7.9%
Residential Natural Gas	8,600	10.0%
Non-Residential Electricity	7,316	8.5%
Non-Residential Natural Gas	3,311	3.9%
On-Road Transportation	43,199	50.4%
Off-Road Equipment	1,790	2.1%
Solid Waste	6,991	8.1%
Water	3,877	4.5%
Wastewater	1,167	1.4%
Short-Lived Climate Pollutants (SLCP)	2,749	3.2%
Total	**85,792**	**100%**

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



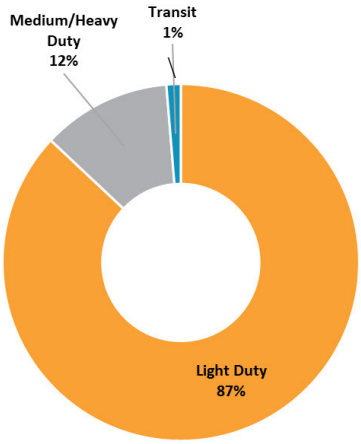
SOURCE: ESA, 2023 Climate Action, Adaptation, and Resilience Plan Assessment

Figure 3
2015 Emissions by Sector



SOURCE: ESA, 2023 Climate Action, Adaptation, and Resilience Plan Assessment

Figure 4
Energy Emissions Breakdown



SOURCE: ESA, 2023 Climate Action, Adaptation, and Resilience Plan Assessment

Figure 5
On-Road Emissions by Vehicle Class

3.3 Emissions Trends and Forecast

In the calendar year 2015, total emissions generated by community activities in Maywood were 85,792 metric tons of CO_2e ($MTCO_2e$), compared to 88,721 in 2010.[2] **Table 2** summarizes the inventory results for these two years and indicates the contribution by sector. The results indicate that total emissions decreased by approximately 3.3 percent from 2010 to 2015. Additional key takeaways include:

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

[2] Note that this is a slight revision from the 2010 inventory (88,447 MT CO_2e) developed by the Gateway Cities COG CAP Framework project, reflecting updated modeling, emissions factors, and data sources that are consistent with those used by the 2015 inventory.

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

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

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

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

3.3.1 Business as Usual Forecast

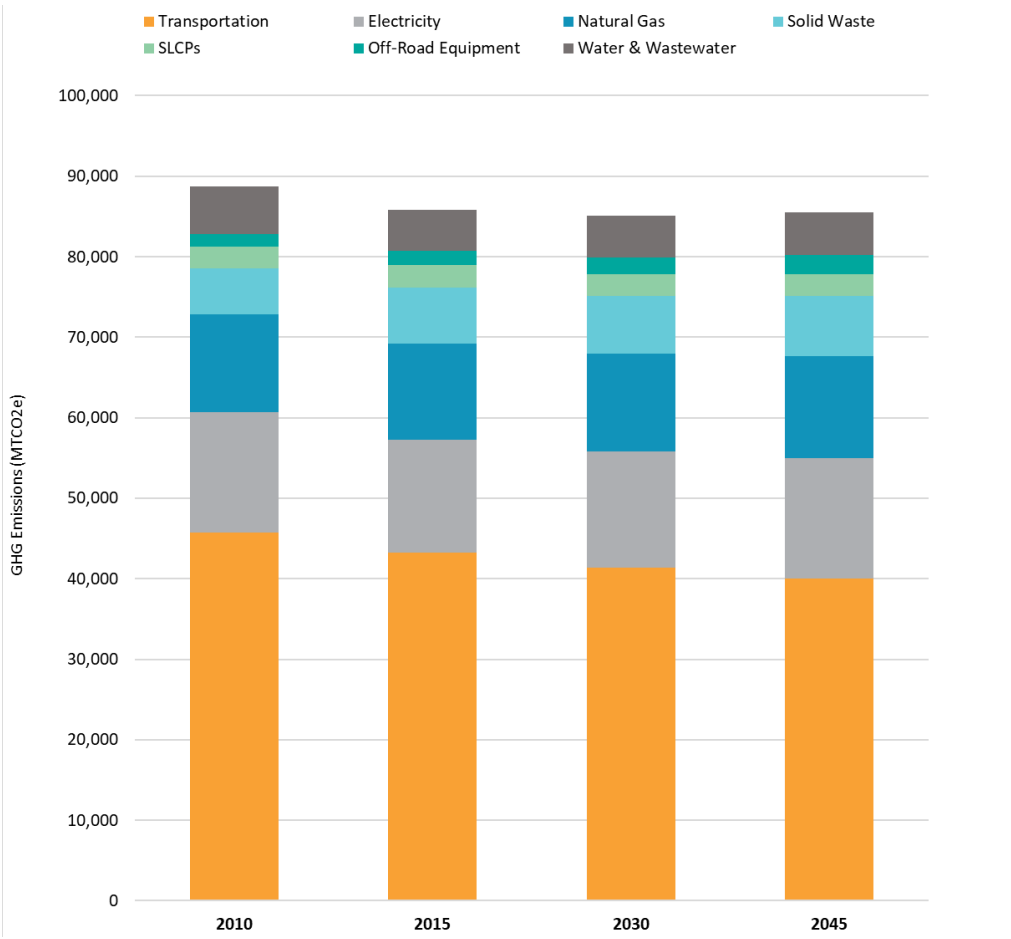
The business-as-usual (BAU) community GHG emissions forecast for the City of Maywood is based on the effect that local growth (population, jobs, and housing) is expected to have on community emissions after 2015 in the absence of GHG reduction programs. BAU forecasts are useful in climate action planning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

Using socioeconomic growth forecasts provided by Fehr & Peers**,** BAU forecasts were developed for the years 2030 and 2045. As shown in **Table 3, Figure 6**, and **Figure 7,** the BAU forecasts of community GHG emissions are 85,073 $MTCO_2e$, and 85,551 $MTCO_2e$, respectively for 2030 and 2045. The results indicate that total emissions under BAU conditions would decrease slightly in 2030 and 2045, as compared to 2010.

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

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

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



SOURCE: ESA, 2023

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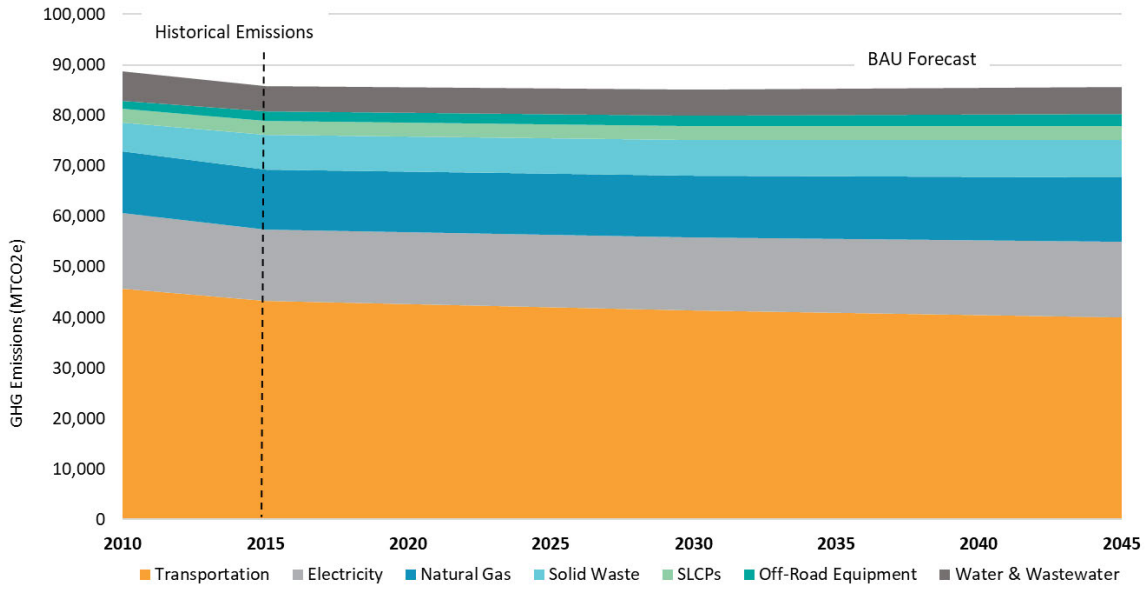
Figure 6
Historical Emissions and BAU Emissions for 2030 and 2045



SOURCE: ESA, 2023

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Figure 7
Historical Emissions and BAU Emissions Forecast Through 2045

3.3.2 Adjusted Business as Usual Forecast

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

- Renewables Portfolio Standard (RPS) as mandated by Senate Bill (SB) 350 and SB 1020[3]
- The State's Vehicle Efficiency Standards (i.e., Pavley) for on-road vehicles that are built into CARB's EMFAC model[4]
- Title 24 Building Energy Efficiency Standards[5]
- Organic waste reduction requirements as mandated by SB 1383[6]

As shown in **Table 4** and **Figure 8**, the Adjusted BAU forecasts of community GHG emissions are 65,727 $MTCO_2e$ for 2030 and 50,982 $MTCO_2e$ for 2045, representing decreases of approximately 25.9 percent below 2010 levels by 2030, and 42.5 percent below 2010 levels by 2045. **Figure 9** compares the BAU and Adjusted BAU forecasts, depicting the significant difference between the two.

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

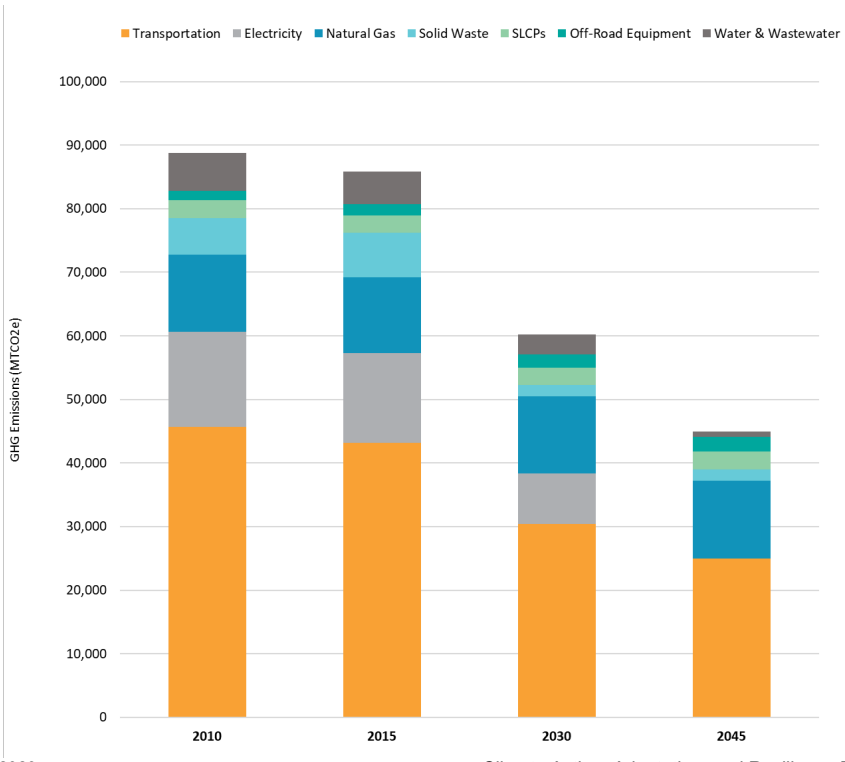
Sector	2010	2015	2030	2045
Residential Electricity	5,255	6,794	3,840	0
Residential Natural Gas	8,415	8,600	8,793	9,149
Non-Residential Electricity	9,679	7,316	4,107	0
Non-Residential Natural Gas	3,754	3,311	3,389	3,531
On-Road Transportation	45,712	43,199	30,450	25,001
Off-Road Equipment	1,560	1,790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

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

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

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

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



SOURCE: ESA, 2023

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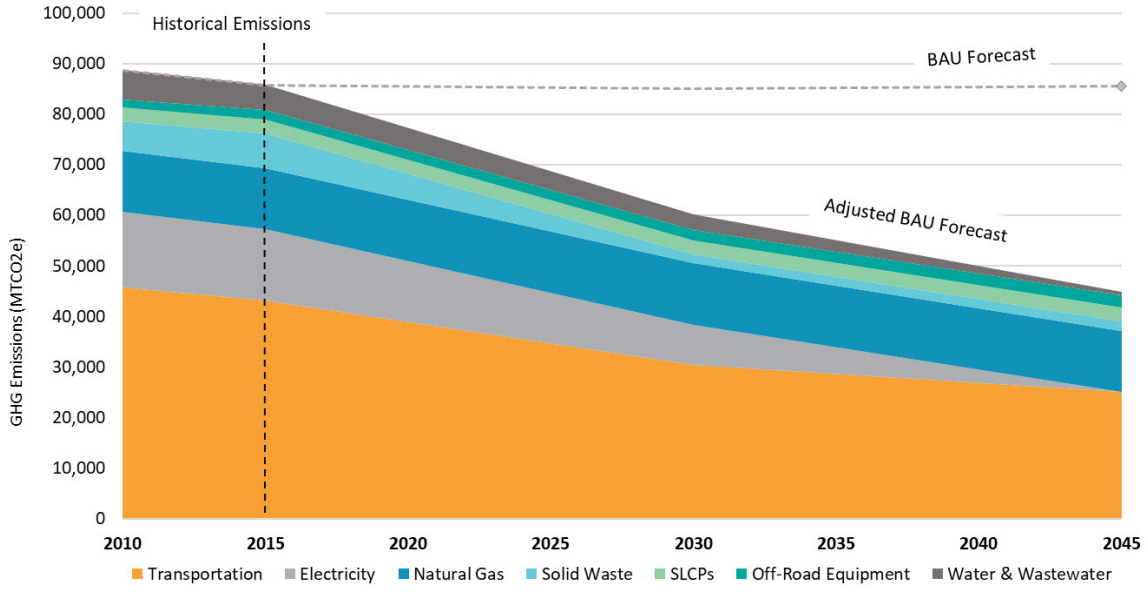
Figure 8
Historical GHG Emissions and Adjusted BAU Forecast Through 2045



SOURCE: ESA, 2023

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

SECTION 4
Recommended GHG Emission Reduction Targets and Priority Mitigation Strategies

4.1 Background

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

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

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

4.2 Emissions Inventory and Forecast Summary

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

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

TABLE 5
CITY OF MAYWOOD – COMMUNITY GHG INVENTORY AND FORECAST (MTCO2E) [A]

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

NOTES:

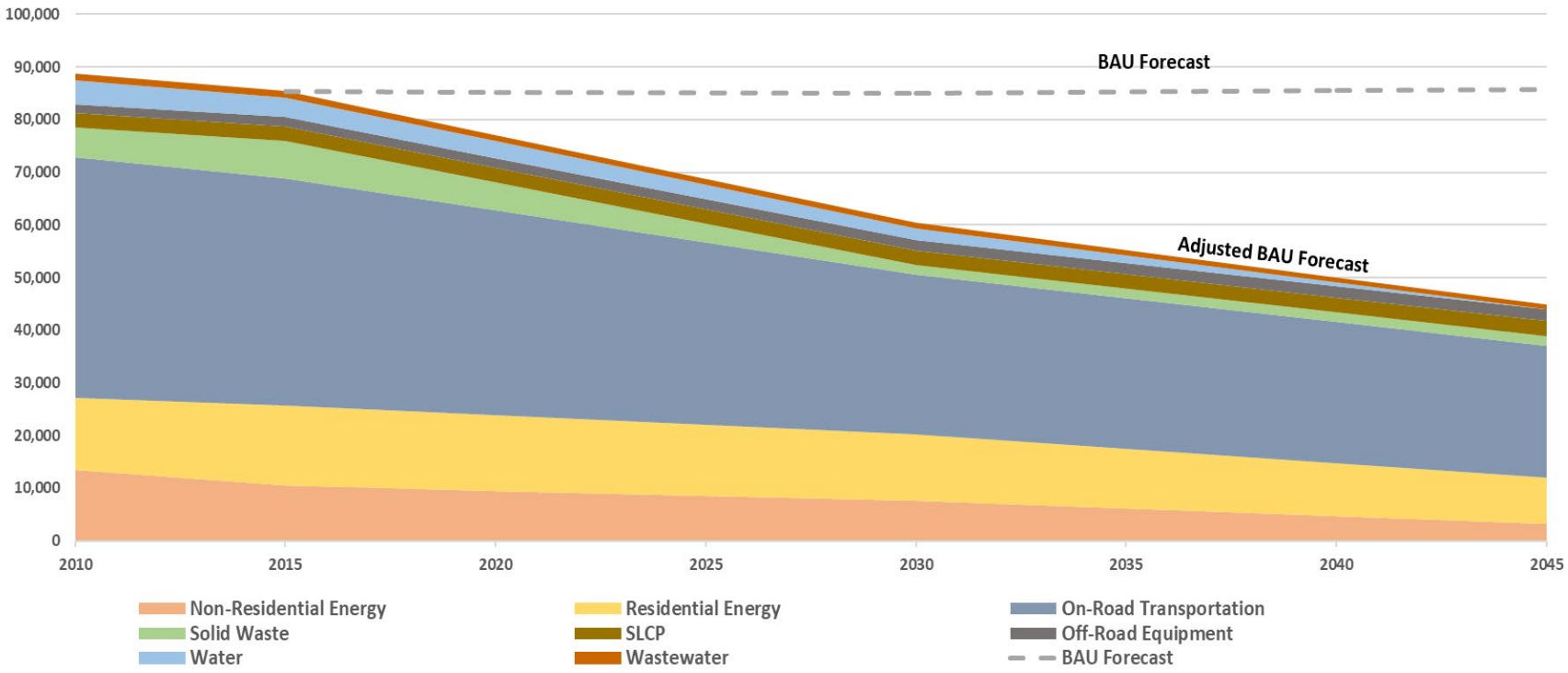
[a] MT CO2e = metric tons of carbon dioxide equivalents

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

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

SOURCE: Data compiled by ESA, 2023.

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



SOURCE: ESA, 2023

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Figure 10
Maywood Community Emissions by Sector – Draft Inventories and Forecasts ($MTCO_2e$)

4.3 Emissions Targets

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

4.3.1 State Targets

Assembly Bill 32 and Senate Bill 32:

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

Assembly Bill 1279:

- By 2045, reduce statewide anthropogenic GHG emissions to at least 85 percent below 1990 levels.
- By 2045 or sooner, achieve net zero[7] GHG emissions and achieve and maintain net negative GHG emissions thereafter.

Senate Bill 100 and Senate Bill 1020:

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

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

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

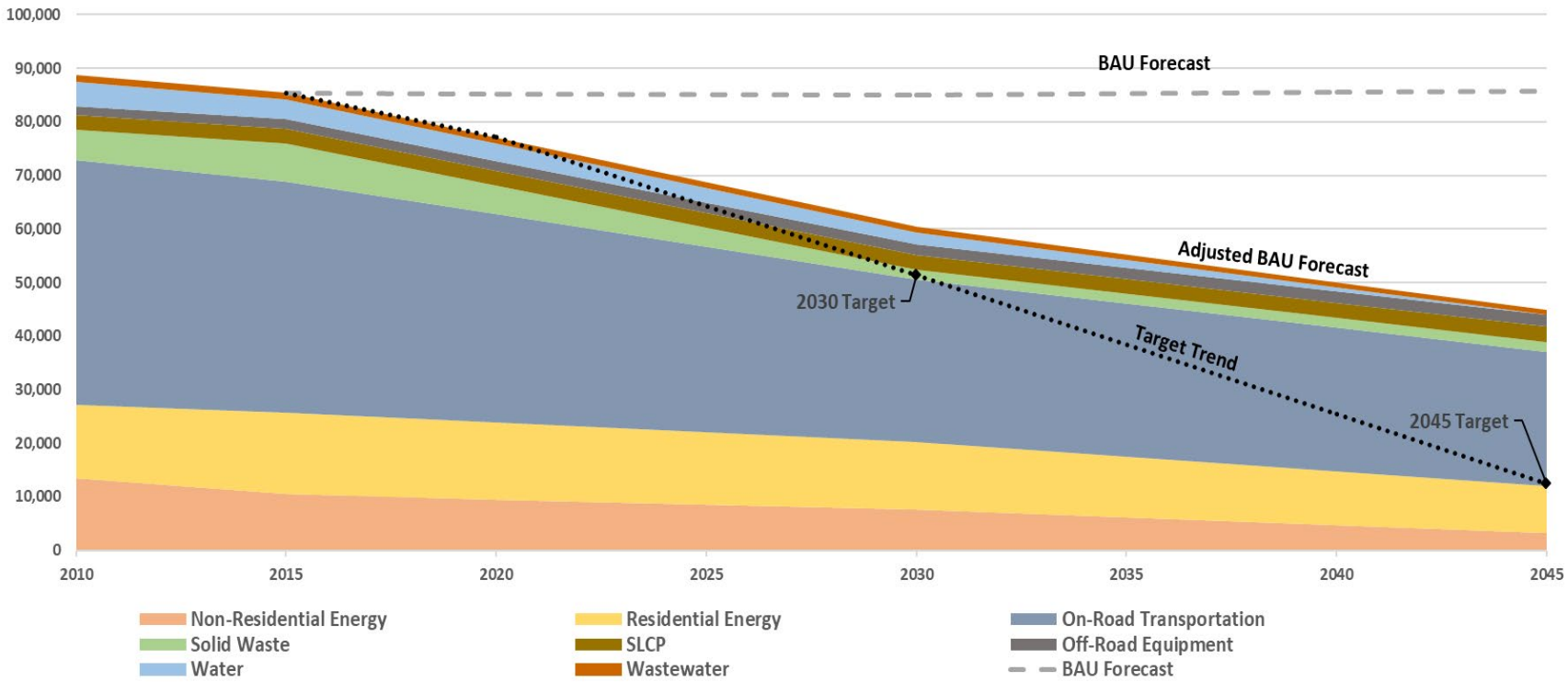
4.3.2 Regional Targets

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

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

4.4 Target Considerations

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



SOURCE: ESA, 2023

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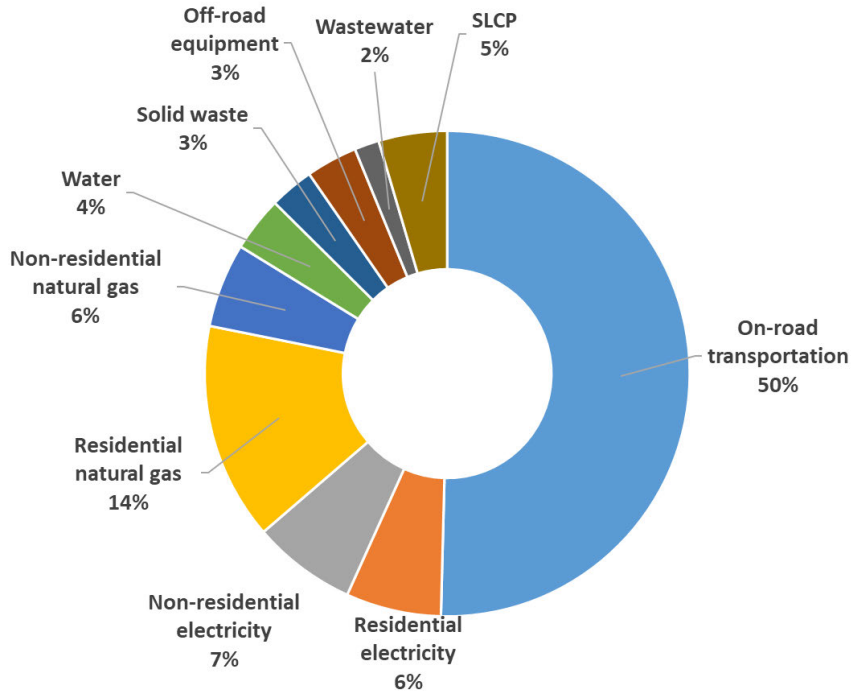
Figure 11
GHG Emissions Targets Aligned with State Mandates

4.5 Scenario Development

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

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



SOURCE: ESA, 2023

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Figure 12
2030 Adjusted BAU Emissions Forecast

For scenario development, ESA used a wedge analysis[8] tool to examine emissions reductions from the following high-level strategies:

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

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

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

b. Electrify buildings: This strategy reduces emissions from the consumption of natural gas by shifting the energy use to electricity, which has a lower carbon footprint, particularly when paired with the use of low- or zero-carbon electricity. The clearest opportunity for electrification is with new buildings. Increasingly in California, cities are requiring or promoting electrification of new buildings and major renovations through their local building codes. Electrification of existing buildings is more challenging, but cities can promote the electrification of household appliances and heating systems through education and financial incentives.

c. Electrify transportation: This strategy reduces emissions from on-road vehicles, by far the biggest contributor to the City's 2030 emissions forecast. California is the national leader in developing policies and infrastructure that support a shift to zero-emission vehicles (ZEVs), which include battery electric vehicles (BEVs), plug-in battery vehicles (PEVs), and hydrogen fuel cell vehicles (FCEVs). In January 2018, Governor Brown signed Executive Order B-48-18, setting ambitious targets of 200 hydrogen fueling stations and 250,000 electric vehicle chargers to support 1.5 million zero-emission vehicles ZEVs on California roads by 2025, and a target of 5 million ZEVs by 2030, which represents approximately 17% of the statewide fleet. In November 2020, Governor Newsom signed Executive Order N-79-20, setting the following targets for zero-emission vehicles (ZEVs):

- By 2035, 100 percent ZEV sales for new passenger vehicles and 100% ZEV operations for drayage trucks and off-road vehicles and equipment.
- By 2045, 100 percent ZEV operations for medium- and heavy-duty vehicles, where feasible.

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

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

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

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

a. **Improve energy efficiency of existing buildings:** With new buildings generally expected to be highly energy efficient due to increasingly stringent building codes (e.g., Title 24), this strategy focuses on existing buildings and reduces emissions from electricity and natural gas used by reducing the energy needed for heating, lighting, cooking, and for operating plugged-in equipment and machinery. Focusing on older buildings, particularly those built before 1978, is typically a cost-effective strategy for improving the energy efficiency of existing buildings. Energy loads during periods of extreme heat can be reduced by using cool roofs and pavements.

b. **Reduce vehicle miles traveled (VMT):** This strategy reduces emissions from on-road vehicles by reducing vehicle trips and overall miles traveled. Reducing VMT is a major state goal as well as a major objective of the SCAG's Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), which integrates regional land use, housing, and transportation strategies that are geared towards reducing vehicle trips and increasing active transportation modes like walking and bicycling. Reducing VMT is a worthy objective, but it has historically proven to be difficult to achieve. Local communities, which control their own land uses, are expected to do their part through support of public transit, and through land use planning that emphasizes access to transit and reduces the need for vehicular travel through density increases, support for a mix of uses, and safe and convenient pedestrian and bicycle infrastructure. Other strategies that help reduce VMT include parking strategies such as pricing and amending zoning codes to reduce requirements in new development projects, support for employer transportation demand management (TDM) programs, and support for programs that increase car sharing, bike sharing, and ride sharing.

c. **Strive for zero waste:** This strategy reduces emissions from landfill decomposition of organic waste by reducing the amount of waste sent to the landfill. The City has strong policies and programs in place to support waste minimization and recycling, including a food waste recycling program offered to both businesses and residents and regulations that reduce

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

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

d. Conserve water: This strategy reduces emissions associated with the energy needed to treat and deliver water to the City's end consumers, by reducing the amount of water consumed in the City. The City has strong policy support for conservation and use of reclaimed water along with a conservation ordinance to reduce water waste and impose drought restrictions upon declaration of a water shortage. Water use represents only 4 percent of the City's 2030 Adjusted BAU forecast. Relative to strategies aimed at transportation and building energy, opportunities for reducing emissions associated with water consumption are limited.

e. Local carbon sequestration projects: Local carbon sequestration can be accomplished through tree planting, which has co-benefits for air quality, heat mitigation, and wildlife habitat, as well as providing aesthetic benefits. The carbon reduction potential of local sequestration projects tends to be relatively low due to natural limitations on scale.

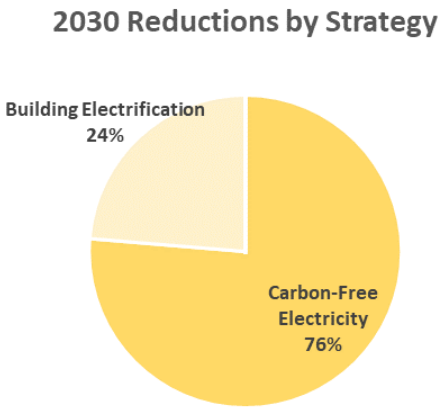
f. Carbon offset projects: A carbon offset credit represents the reduction, removal, or avoidance of GHG emissions that result from a project occurring elsewhere, but for which the emissions reduction credit is owned by its purchaser. A valid carbon offset meets stringent criteria for being real, additional, quantifiable, and permanent, and is verified by a third party. Carbon offsets are commonly used by private companies, and sometimes by public agencies, to achieve reduction targets once opportunities to directly reduce operational emissions are no longer feasible or economically viable.

4.5.1 Scenarios to Achieve a State-Aligned Target for 2030

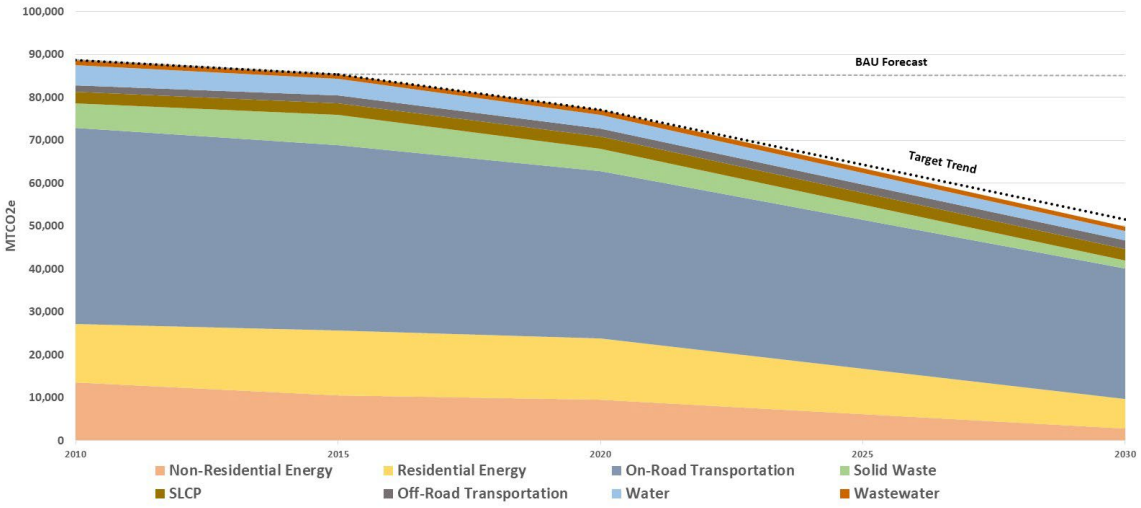
A relatively small contribution from local policies and programs will likely be enough to achieve a state-aligned 2030 target; major new initiatives may not be needed. However, achieving a longer-term target consistent with the State's 2045 goal will be a much bigger challenge for the City, requiring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

Scenario 1a: Energy Focus

This scenario relies largely on the City's residents and businesses committing to purchasing 100% carbon-free electricity (100% Green Power) through the year 2030, and for 50 percent of new homes built from now through 2030 to be constructed as fully electric (i.e., no natural gas). It includes the conservative assumption that electric vehicles will make up about 5.8% of the light-duty vehicle fleet in 2030, which has been a default assumption used by CARB in recent years[11] and is much lower than indicated by California's current policy framework.



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



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

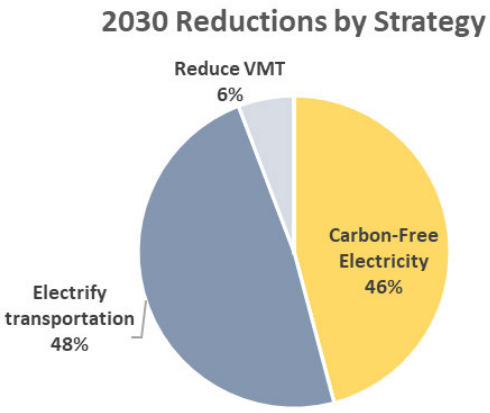
SOURCE: ESA, 2023

Climate Action, Adaptation, and Resilience Plan Assessment

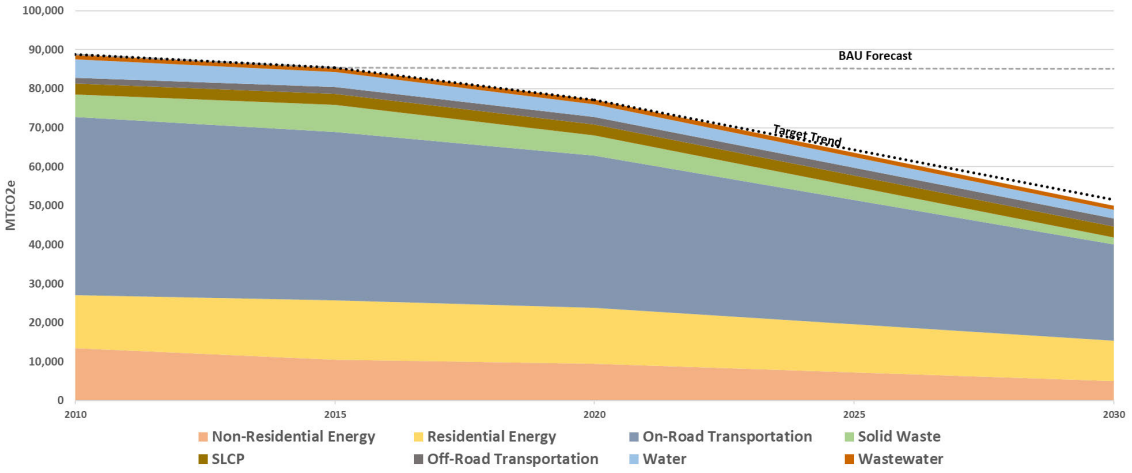
Figure 13
Scenario 1a Emissions

Scenario 1b: Transportation Focus

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



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

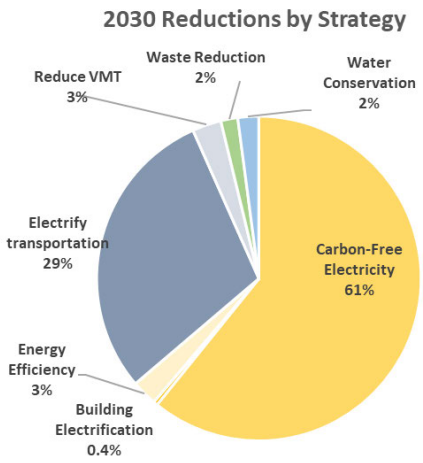


SOURCE: ESA, 2023

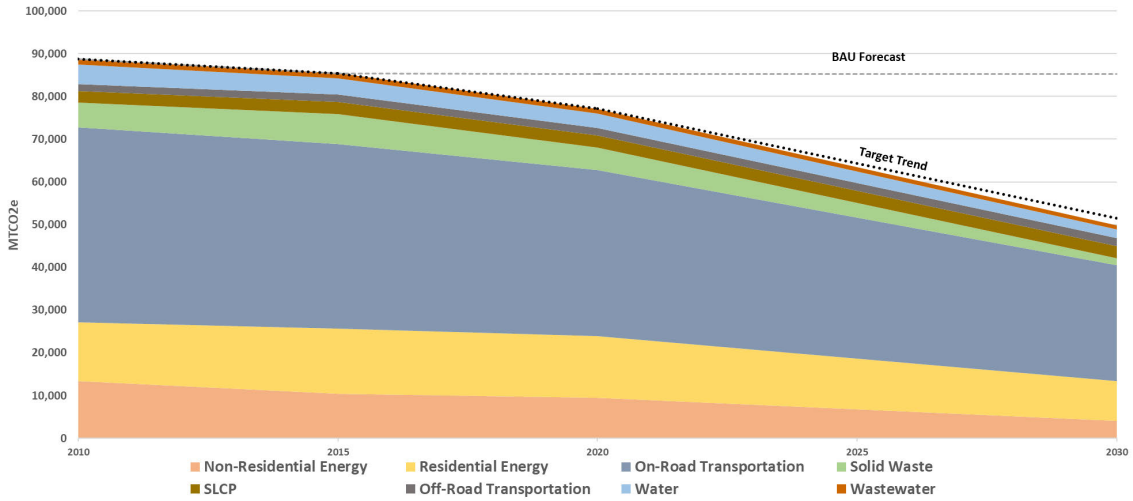
Figure 14
Scenario 1b Emissions

Scenario 1c: Balanced Energy and Transportation

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



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



SOURCE: ESA, 2023

Climate Action, Adaptation, and Resilience Plan Assessment

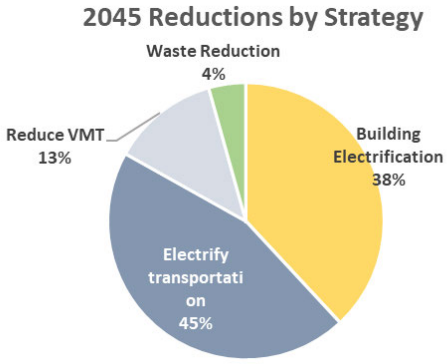
Figure 15
Scenario 1c Emissions

4.5.2 Scenarios to Achieve a State-Aligned Target for 2045

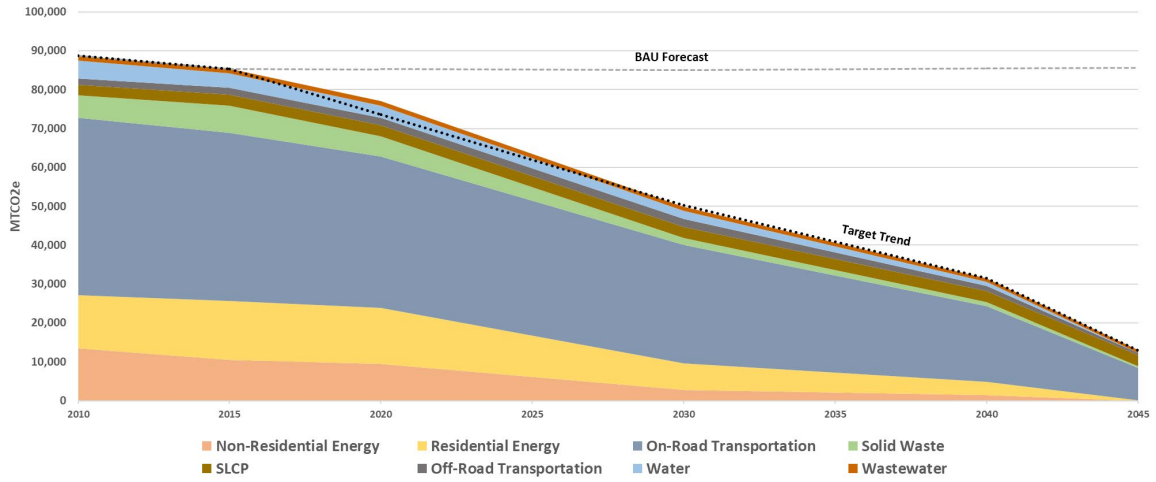
Achieving a State-aligned target for 2045 will require mass electrification of the building and on-road transportation sectors, along with an ongoing commitment to 100% carbon-free electricity. Additional contributions would be needed from the solid waste and off-road transportation sectors.

Scenario 2a: Energy Focus

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



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



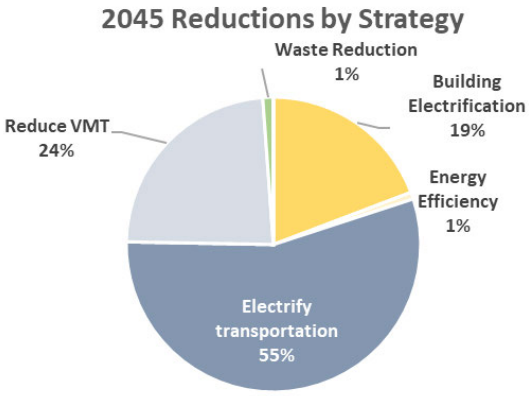
SOURCE: ESA, 2023

Climate Action, Adaptation, and Resilience Plan Assessment

Figure 16
Scenario 2a Emissions

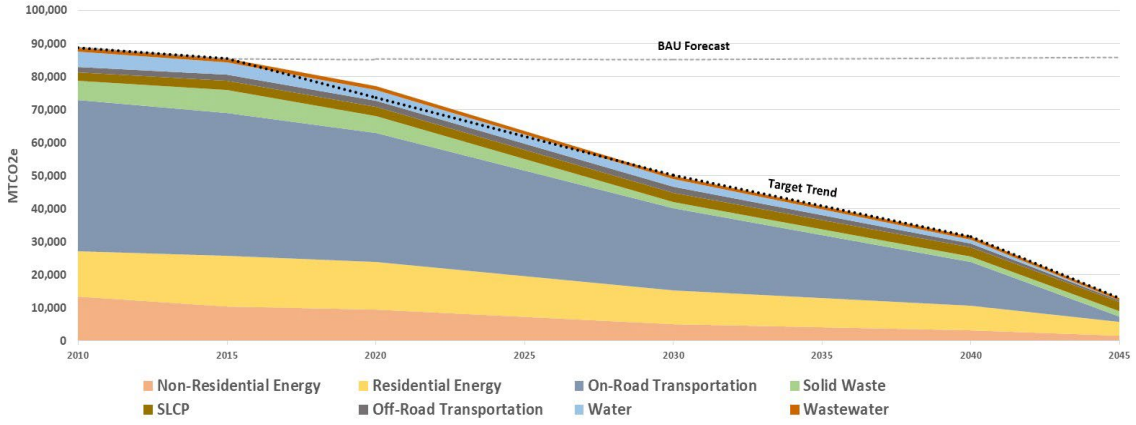
Scenario 2b: Transportation Focus

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



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

Water	NA

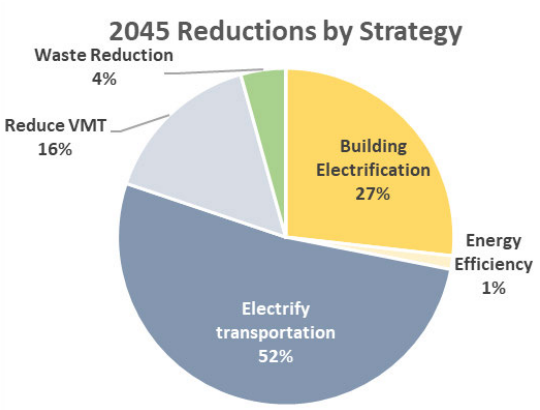


SOURCE: ESA, 2023 Climate Action, Adaptation, and Resilience Plan Assessment

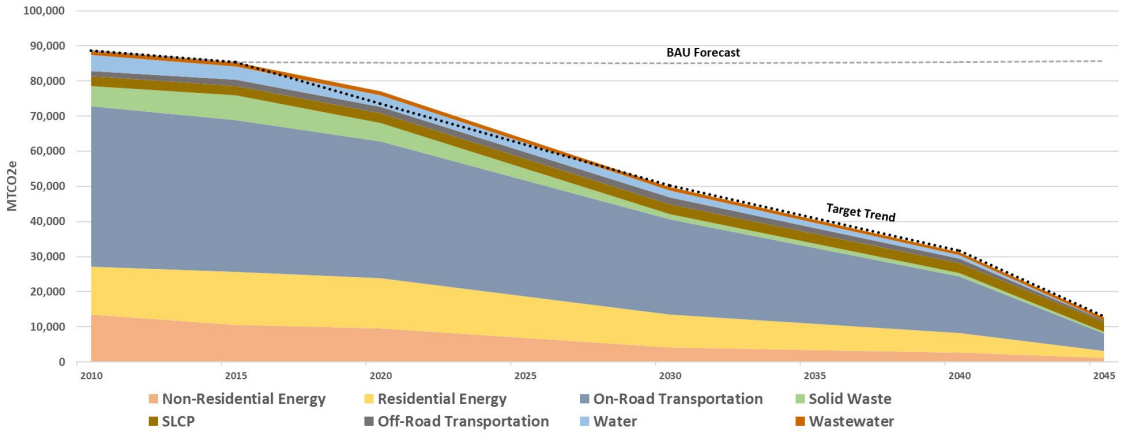
Figure 17
Scenario 2b Emissions

Scenario 2c: Balanced Energy and Transportation

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



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



SOURCE: ESA, 2023

Climate Action, Adaptation, and Resilience Plan Assessment

Figure 18
Scenario 2c Emissions

SECTION 5
Climate Change Vulnerability Assessment

5.1 Overview and Climate Change Projections

There is scientific consensus that human-caused emissions of carbon dioxide and other greenhouse gas (GHG) emissions are the primary cause of global climate change. GHGs trap heat in the atmosphere and lead to increased warming over time, which leads to other changes in the earth systems including changing climate patterns of rainfall and snow, melting of glaciers and ice, and ocean warming. As GHG emissions are driven by land uses and patterns, economic systems, transportation and energy systems, and other social and political factors, climate scientists cannot be certain of how emissions will change in the future.
The extent of climate change largely depends on how successfully the global community can reduce emissions over the next several decades. However, projected trends created from global climate models can simulate climate conditions in the past and the future and can help analyze how climate conditions may change (or not change) based on different emissions scenarios.

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

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

5.1.1 Risks and Vulnerabilities

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

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

- Pollution burden in Maywood is disproportionately high compared to other communities in the state. Factors that contribute to the pollution burden in Maywood include diesel PM (90th percentile) and particulate matter (PM 2.5) (85th percentile) and in the 50th percentile for ground-level ozone. Air pollution affects the health of respiratory and cardiovascular systems and contributes to low birth weight and cancer.
- Maywood is not in a designated flooding hazard zone for 100-year or 500-year floods, however, there is potential for localized flooding impacts to occur from less severe storms. Flooding poses a hazard to roads, buildings and homes, and emergency response services.
- Maywood relies primarily on groundwater for drinking water. Future conditions are likely to exacerbate drought conditions and reduce groundwater recharge, putting pressure on the availability and quality of groundwater resources. Dry spells are expected to increase in duration, up to 209 days per year by 2100.
- While dry spells will increase and rainfall is expected to occur less frequently, the intensity of rainfall during those events is expected to increase. Annual average rainfall is expected to increase from 19 inches up to 22 inches by 2100. Drought affects costs for water, food, recreation, and landscaping, and puts stress on trees, plants, and wildlife. Droughts also create more favorable conditions for wildfires to occur.

Components of Climate Change Vulnerability

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

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

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

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

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

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

- Climate change impacts on the weather and environment are likely to create more suitable conditions for vector-borne diseases such as West Nile Virus and the Zika Virus. Such diseases can impact all people, however, seniors, individuals with existing health conditions, and individuals lacking health insurance are more vulnerable.
- Critical infrastructure in Maywood may be vulnerable to power outages and flood impacts that can result from extreme heat events and storms. This includes Maywood's public buildings, health care facilities, schools, utilities, infrastructure, and others that help provide service to the community, including water, wastewater treatment, energy, and emergency response, among others.
- Vulnerable populations and factors in Maywood include:
  - Seniors (9%)
  - Low income (21%)

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

5.2 Assessing Climate Change Impacts

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

5.2.1 Risk and Onset

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

5.2.2 Shocks and Stressors

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

5.3 Vulnerability Assessment

5.3.1 Vulnerable Populations

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

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

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

- **Elderly.** Approximately 9.1% of people in Maywood are at least 65 years old, compared to 13.7% in the County and 14.4% in the State (U.S. Census, 2021). Older adults may be less mobile and may have more trouble evacuating in the event of flooding or another climate event. Seniors are also more likely to have a fixed budget, have higher medical costs, and face disabilities. While seniors are more likely to be homeowners, they face greater challenges in maintaining homes and have a greater risk of displacement as they age.

- **Low Income.** Approximately 20.9% of all people in Maywood have an income that is below the poverty level, compared to just 13.9% in the County, and 90.4% of K-12 students are eligible for a free and reduced meal program, compared to 67.8% in the County (U.S. Census, 2021, and HPI, 2022). Incomes tend to decline for seniors, leading to an increased risk of poverty for those over 65. Approximately 17.7% of Maywood seniors live below the poverty line, compared to 13.5% within the County as a whole (U.S. Census, 2021). Low-income households and individuals are more likely to live in inadequate housing and are more likely

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

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

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

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

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

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

5.3.2 Buildings and Critical Infrastructure

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

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

TABLE 6
MAYWOOD CRITICAL ASSETS

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

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

NOTE:

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

5.4 Hazards of Concern

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

5.4.1 Extreme Heat

Forecast

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

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

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

SOURCE: Climate Central

Climate Action, Adaptation, and Resilience Plan Assessment

Figure 19
Urban Heat Island Effects

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

Anticipated Impacts

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

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

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

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

Vulnerabilities

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

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

Adaptive Capacity

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

  - The City has two large parks and recreation areas located on the eastern side of the City (Maywood Park and Riverfront Park).
  - The City is collaborating with Amigos de Los Rios to plant 200 trees by 2026, to help with the urban heat island effect, reduce energy consumption, increase urban greening, and contribute to carbon sequestration.
  - The City is working with the Gateway Cities COG and SoCalREN on an Energy Resilience Action Plan and a resilience hub opportunity assessment. These projects will identify strategies for increasing energy resilience and identify opportunities for local emergency hubs and cooling centers in the community.
  - The City's housing element includes policies for promoting rehabilitation programs for lower-income property owners, bringing substandard units to compliance with building codes, and increasing open space and recreation spaces within residential neighborhoods.

- Negative Factors:
  - Maywood tree canopy is limited, with only 12.3% existing canopy (LMU CURes, 2021). This is lower than LA County's average (18%).
  - The City is mostly built-out and is one of the densest cities in the state, with over 23,955 persons per square mile (SCAG, 2017).
  - Approximately 16% of the population does not have health insurance.
  - Maywood's impervious surface cover is 73% (compared to 59.3% for the County) (PHASoCal, 2022).

Potential Strategies

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

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

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

5.4.2 Air Pollution

Forecast

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

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

PM 2.5 refers to small airborne particle pollution consisting of a mix of organic chemicals, dust, soot, and metals, and can be generated from cars, trucks, mining pits, factories, and wood burning. Maywood's concentration of PM 2.5 is 12.10 micrograms per meter cubed (µg/m3), which is greater than almost 85% of other communities in the state (OEHHA, 2021). Because of the small size of particles in PM2.5, they can travel deep into the lungs and result in health problems such as lung and heart disease.

Anticipated Impacts

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

Vulnerabilities

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

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

Adaptive Capacity

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

Potential Strategies

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

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

5.4.3 Extreme Storms and Stormwater Flooding

Forecast

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

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

Anticipated Impacts

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

Vulnerabilities

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

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

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

Adaptive Capacity

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

Potential Strategies

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

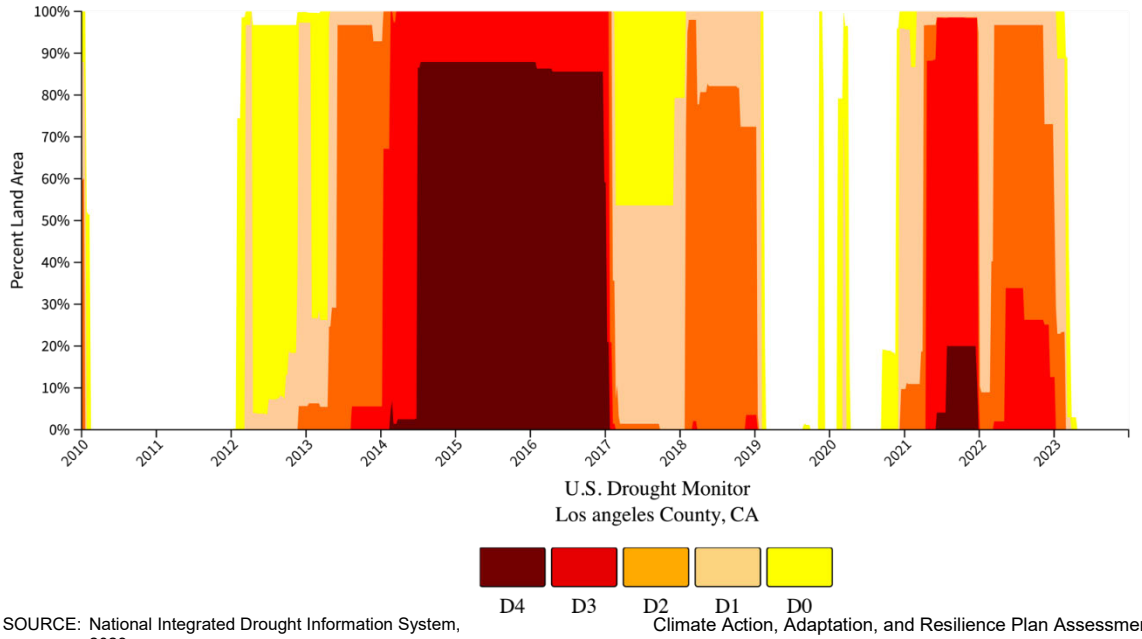
5.4.4 Drought

Forecast

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

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

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



SOURCE: National Integrated Drought Information System, 2023

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

Anticipated Impacts

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

Vulnerabilities

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

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

Adaptive Capacity

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

Potential Strategies

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

5.4.5 Vector-Borne Diseases

Forecast

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

Vulnerabilities

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

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

Anticipated Impacts

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

Adaptive Capacity

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

Potential Strategies

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

SECTION 6
Recommendations and Next Steps

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

6.1 CAARP Organization

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

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

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

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

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

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

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

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

6.2 GHG Reduction Strategy Development

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

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

6.3 Adaptation Strategy Development

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

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

6.4 Potential Funding Opportunities

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

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

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

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

SECTION 7
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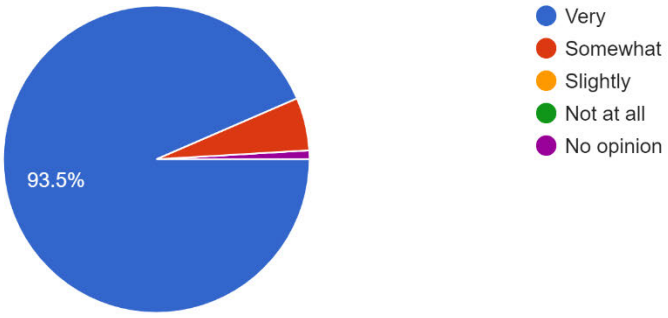
APPENDIX A
CAARP Survey Results

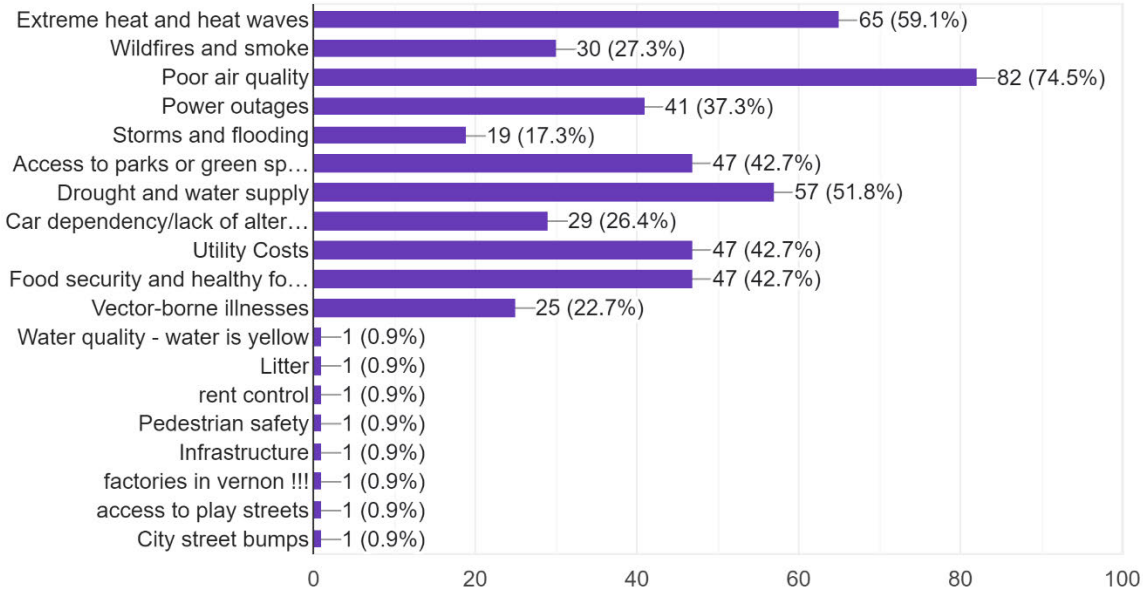
How important is it to you that Maywood is environmentally responsible?

108 responses



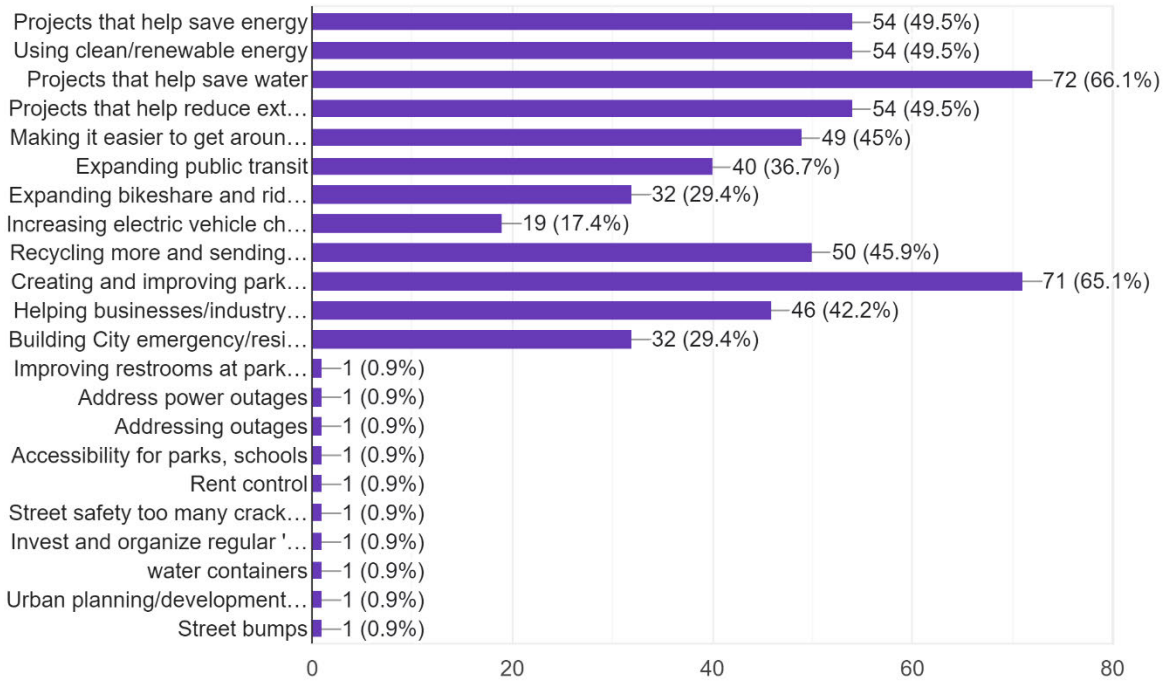
Which issues are you most concerned about?

110 responses



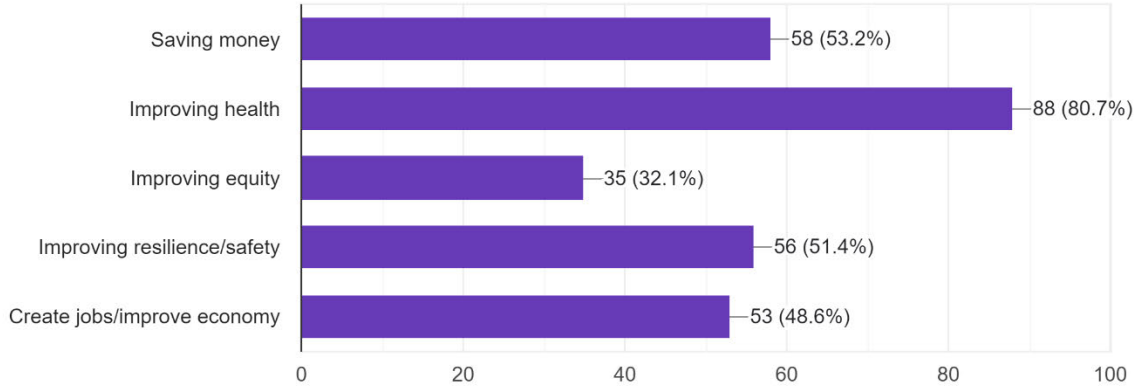
Which projects do you think are important for the City to focus on? (select all that apply)

109 responses



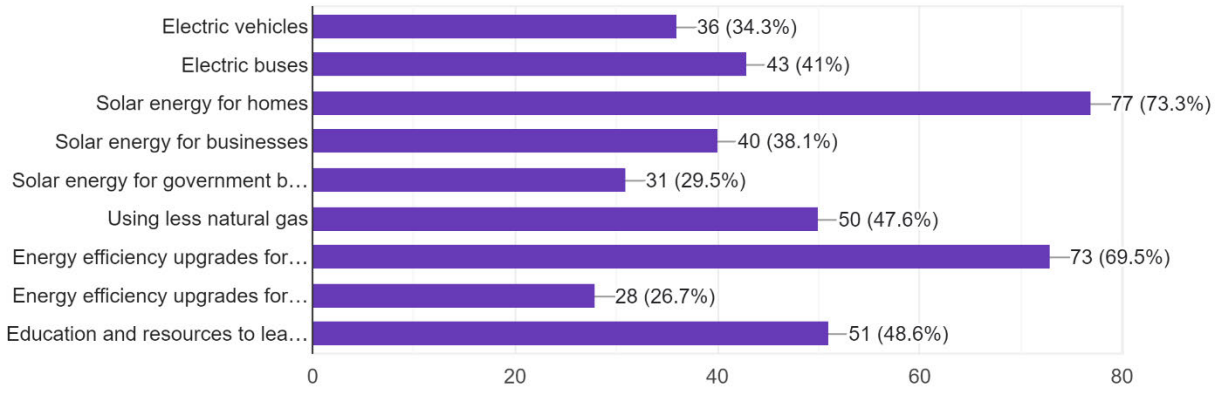
Climate Action has many benefits beyond reducing greenhouse gases. Which of the following are the most important to you? (select top 3)

109 responses



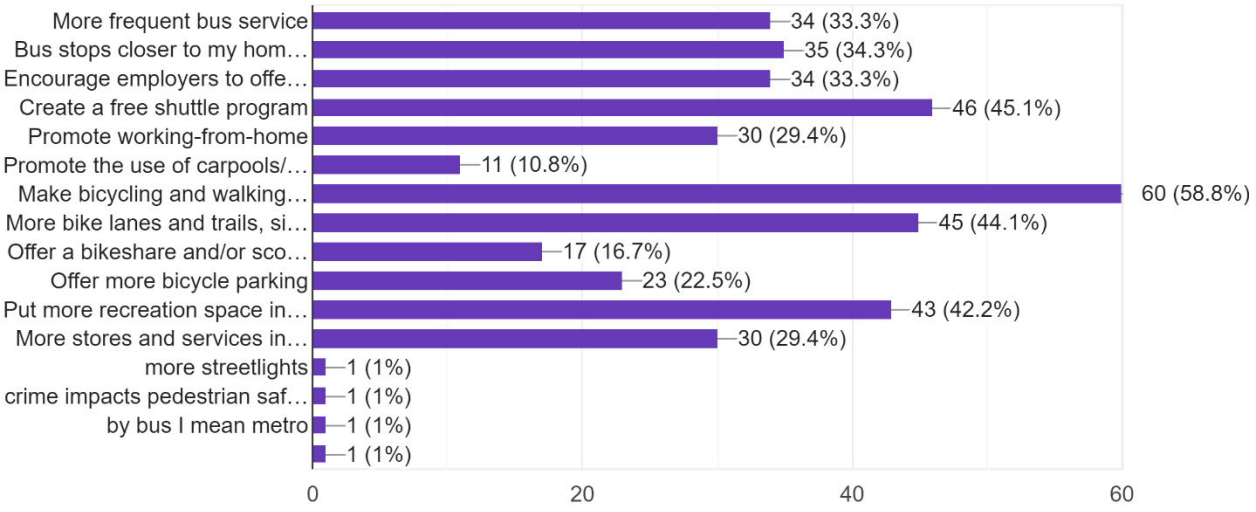
What opportunities related to renewable energy should be prioritized by the City? (select top 5)

105 responses



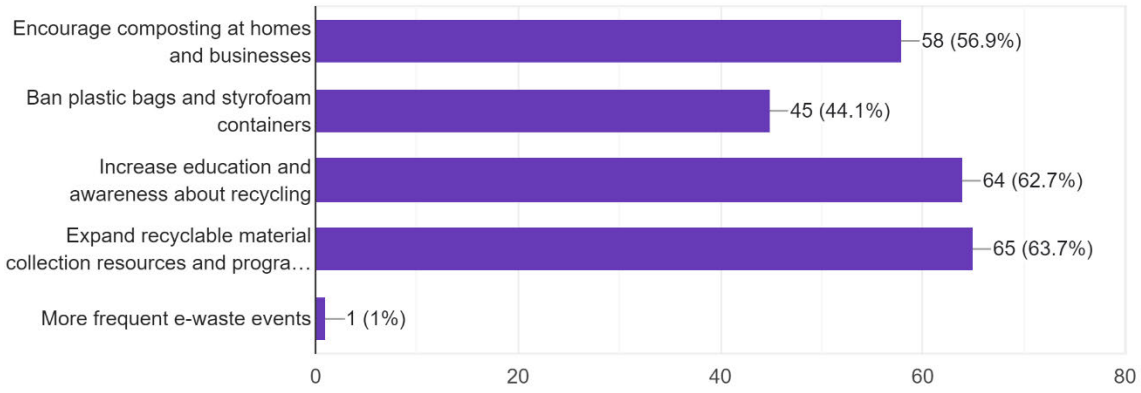
How could the City make it easier for you to get around without your car? (select all that apply)

102 responses



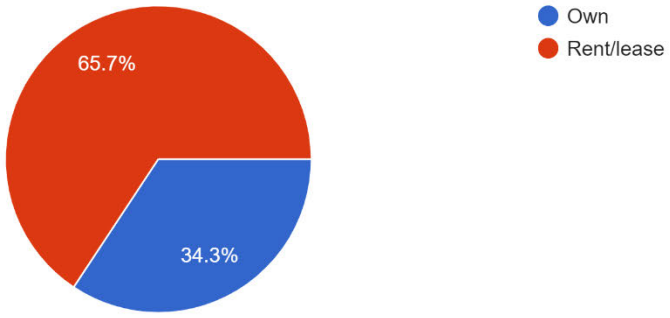
Which of the following strategies should the city focus on to reduce waste? (select all that apply)

102 responses



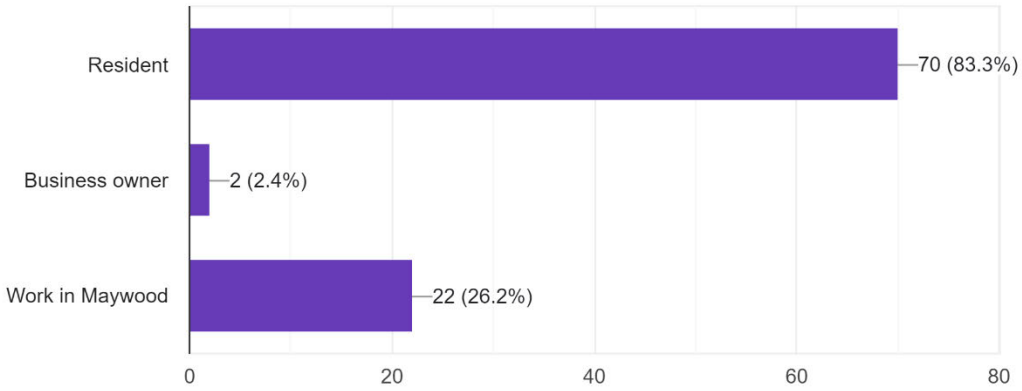
Do you own or rent/lease your home

102 responses



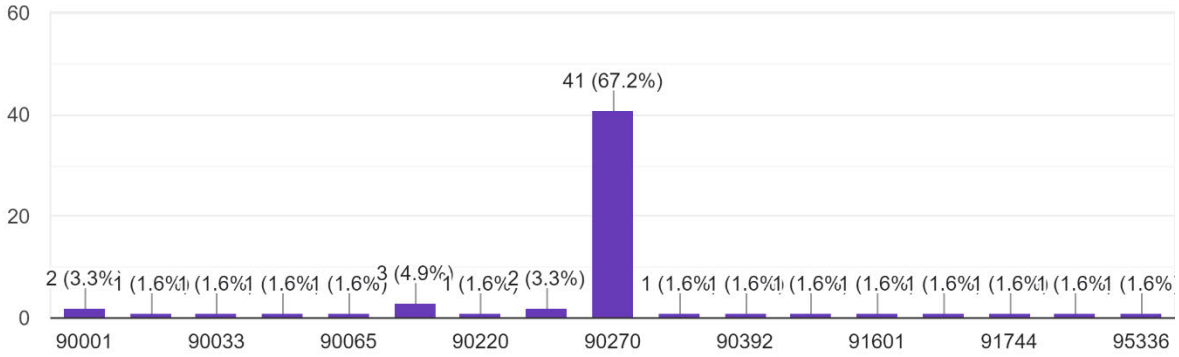
Do you live, work, or own a business in Maywood? (select all that apply)

84 responses



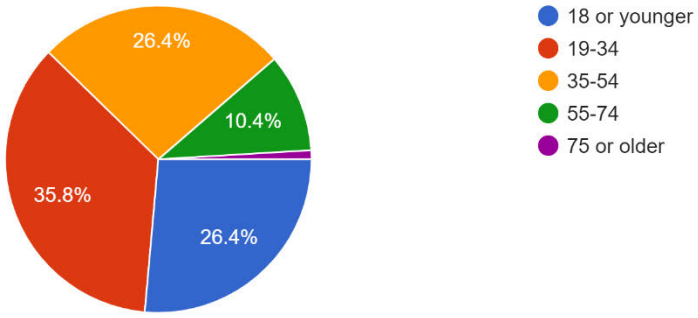
What is your work ZIP code? (if applicable)

61 responses



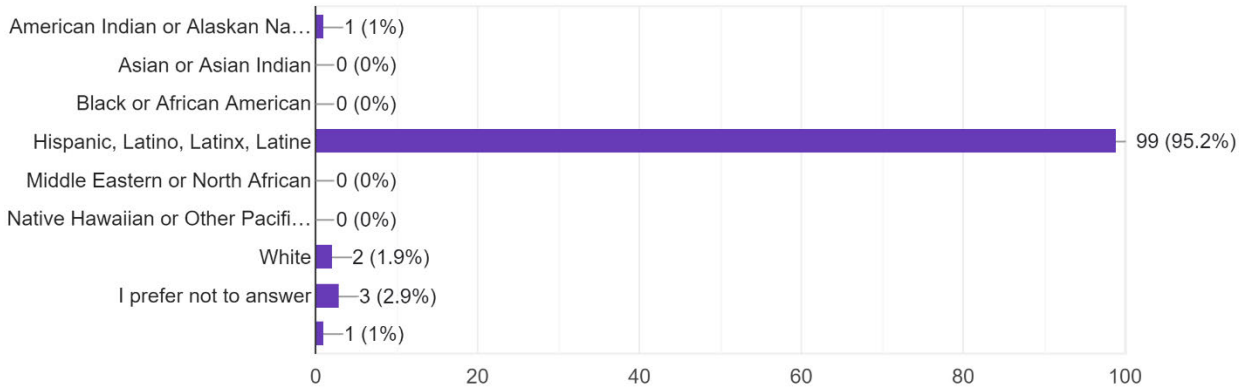
What is your age?

106 responses



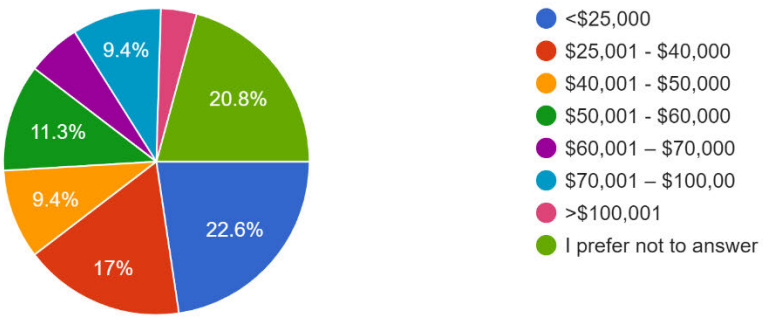
What is your race or ethnicity? (select all that apply)

104 responses



What is your household's annual income?

106 responses



Appendix B
2023 GHG Inventory Update Memorandum

ESA

633 West 5th Street
Suite 830
Los Angeles, CA 90071
213.599.4300 phone
213.599.4301 fax

esassoc.com

2023 GHG Inventory Update

date	February 10, 2025
to	Miguel Leon, City of Maywood
cc	Nikita Sinha and Karalee Brown, Institute for Local Government; Jude Miranda, Caltrans
from	James Cobb, Tim Witwer, and Jeff Caton, Environmental Science Associates
subject	City of Maywood 2023 Greenhouse Gas (GHG) Inventory Update, Trend Analysis, and Emissions Forecasts

Overview

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

Background

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

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

The 2023 GHG emissions inventory provides the following:

- Identifies sources of GHG emissions across the sectors of energy, transportation, off-road equipment, solid waste disposal, water conveyance, wastewater treatment, and short-lived climate pollutants (SLPC) including refrigerants;
- Quantifies levels of emissions in carbon dioxide equivalents (CO_2e), using standard accounting protocols;
- Compares 2023 emissions to 2010 baseline emissions, from which reduction goals and emission targets for the future can be set, and;
- Identifies emission trends that support opportunities and strategies for emissions reduction.

2023 Inventory Results

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

TABLE 1: CITY OF MAYWOOD 2023 GHG EMISSIONS

Sector	Emissions ($MTCO_2e$)	Percent of Total
On-Road Transportation	46,942	54.0%
Residential Electricity	4,255	4.9%
Residential Natural Gas	8,905	10.2%
Non-Residential Electricity	6,282	7.2%
Non-Residential Natural Gas	3,299	3.8%
Off-Road Equipment	5,825	6.7%
Solid Waste	5,322	6.1%
Water	502	0.6%
Wastewater	968	1.1%
Short-Lived Climate Pollutants (SLCP)	4,602	5.3
Total	**86,901**	**100%**

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

FIGURE 1: 2023 EMISSIONS BY SECTOR

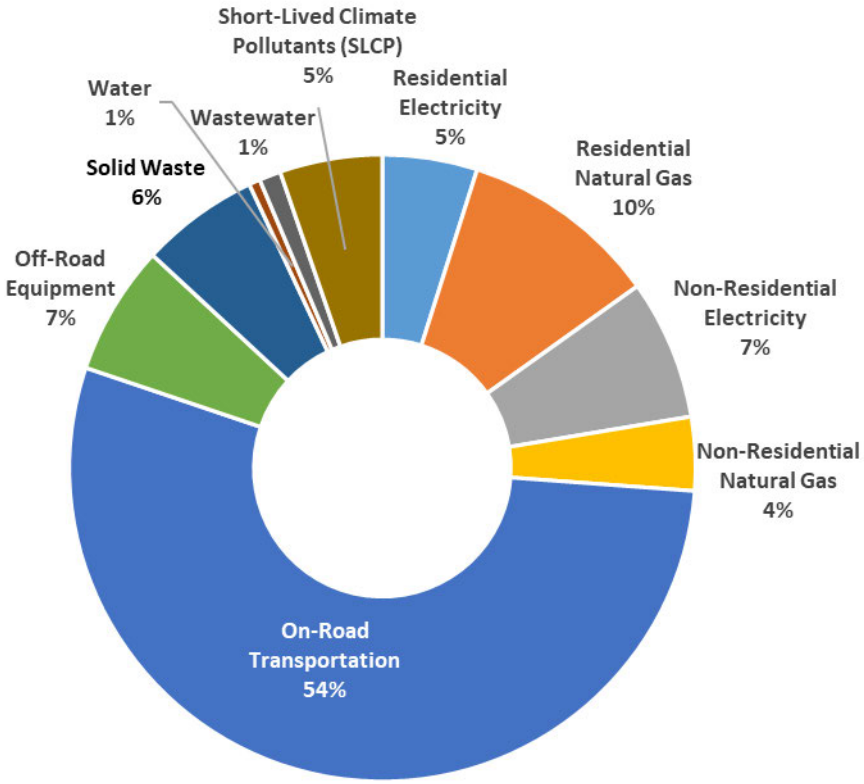


FIGURE 2: ENERGY EMISSIONS BREAKDOWN

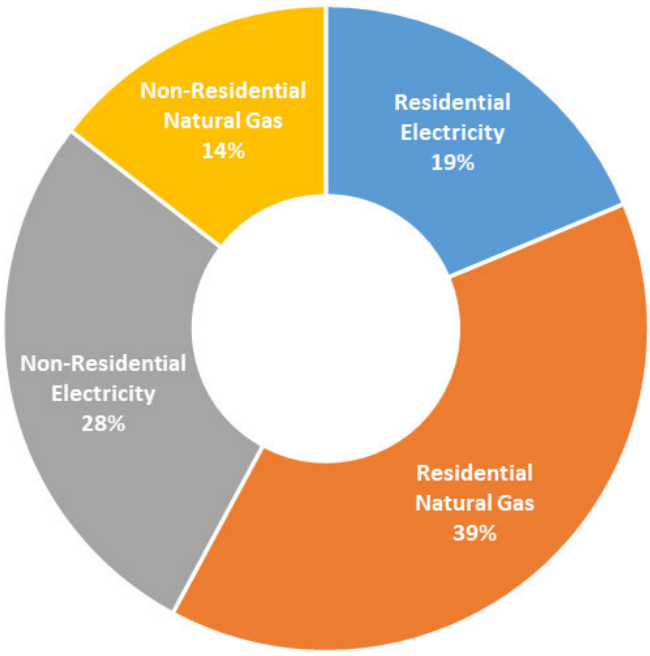
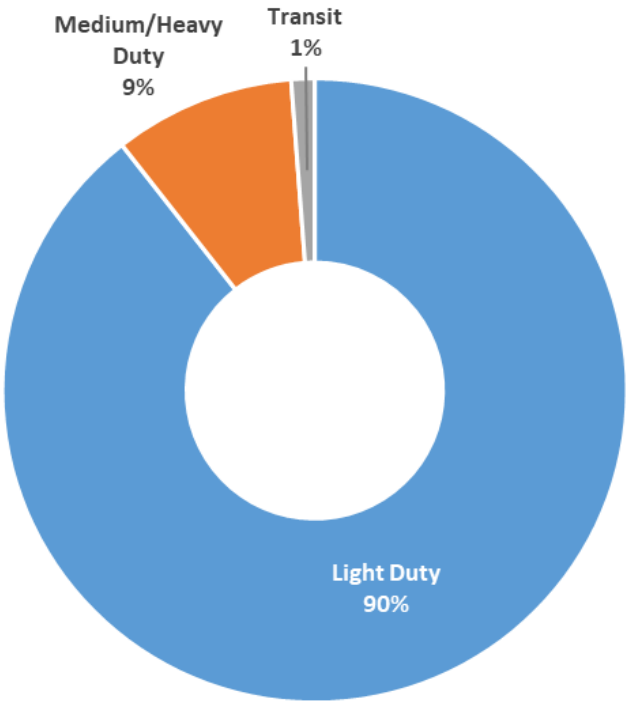


FIGURE 3: ON-ROAD EMISSIONS BY VEHICLE CLASS



Emissions Trends and Forecast

In the calendar year 2023, total emissions generated by community activities in Maywood were 86,901 metric tons of CO_2e ($MTCO_2e$), compared to 88,721 $MTCO_2e$ in 2010.[1] **Table 2** summarizes the inventory results for the years 2010, 2015, and 2023 and indicates the contribution by sector. **Figure 4** details the changes in community emissions between 2010, 2015 and 2023. The results show that **total emissions in the City decreased by approximately 2.1 percent from 2010 to 2023.** Additional key takeaways include:

- Non-residential energy saw the largest reduction in emissions (28.8 percent) from 2010 to 2023. Non-residential electricity emissions decreased by approximately 3,397 $MTCO_2e$ (35 percent) while non-residential natural gas emissions decreased by approximately 454 $MTCO_2e$ (12 percent).
- Even with increased fuel efficiency of on-road vehicles and cleaner fuels, on-road transportation emissions increased slightly (approximately 2.7 percent from 2010 to 2023). The increase is largely attributable to an increase in vehicle-miles traveled (VMT) in 2023 over 2010. On-road transportation remains the largest contributor to overall emissions at approximately 54 percent, similar to its 51.5 percent contribution in 2010.
- Despite an approximate 24 percent increase in total building (residential and non-residential) electricity use from 2010 to 2023, emissions associated with this electricity use dropped approximately 29 percent due to a cleaner electric grid. Electricity use by buildings remains a significant contributor to overall emissions, at approximately 12.1 percent of the 2023 inventory, compared to 16.8 percent of the 2010 inventory.
- Off-road equipment saw the largest increase in emissions (273 percent) from 2010, totaling approximately 4,265 $MTCO_2e$. This increase in emissions is largely attributed to higher use of off-road equipment in 2023 estimated by CARB.
- While wastewater emissions account for only 1.1 percent of the 2023 community inventory, emissions from this sector were approximately 22.4 percent lower than in 2010. The reduction is attributed to a cleaner electricity grid.
- Total tonnage of solid waste decreased from 18,267 tons in 2010 to 16,553 tons in 2023, resulting in an approximate 7.1 percent decrease in solid waste emissions.
- Reductions in water emissions are attributed to updated data and methodological changes in calculations compared to 2010. Water use decreased from 6,779 acre-feet (AF) in 2010 to 3,733 AF in 2023. Previous inventories water use was based on 2010 regional water data, while 2023 water use was based on deliveries provided by Tri-City Mutual Water Company[2] within the City.
- Increased emissions from short-lived climate pollutants (SLCP), which include refrigerants, can be attributed to methodological changes in emissions calculations. 2023 SLCP emissions estimates were

[1] Note that this is a slight revision from the 2010 inventory (88,447 MT CO_2e) developed by the Gateway Cities COG CAP Framework project, reflecting updated modeling, emissions factors, and data sources that are consistent with those used by the 2015 inventory.

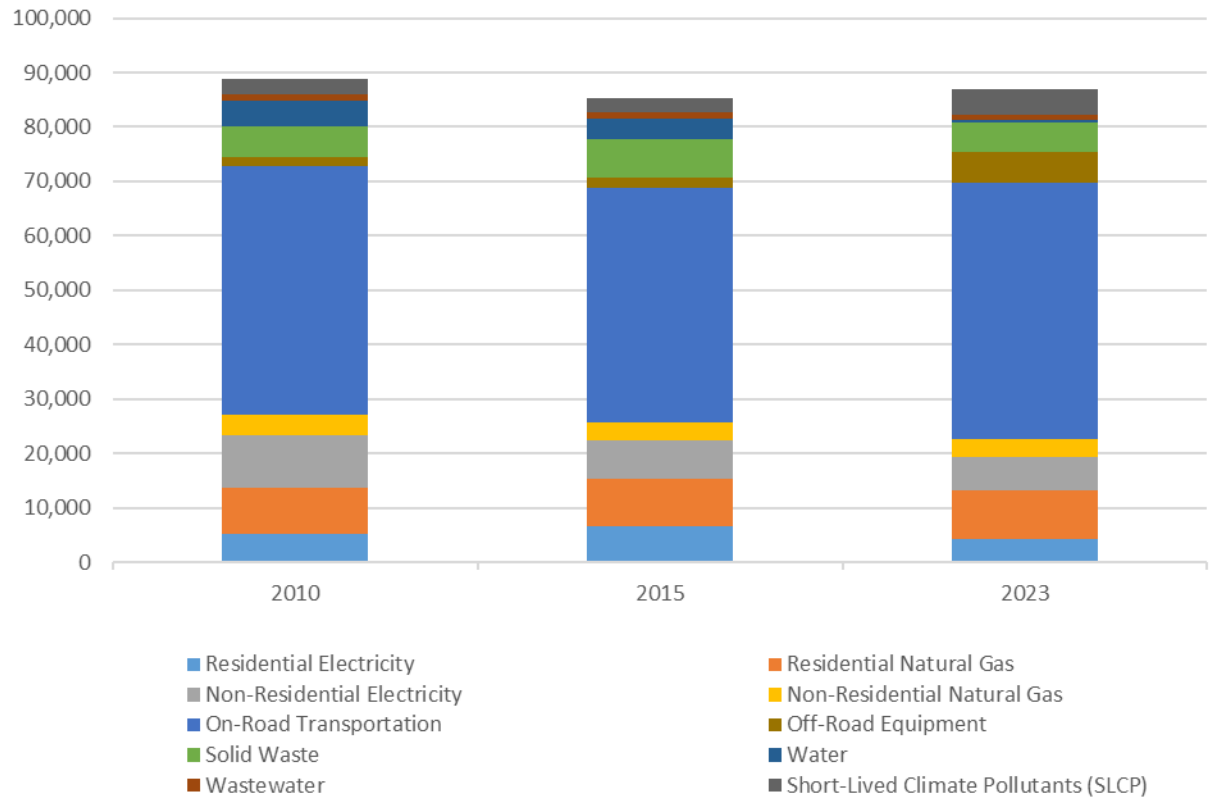
[2] The City of Maywood is serviced by three water companies; water data for the 2023 inventory was only available from one, Tri-City Mutual Water Company. The data included total water deliveries, customer counts, and energy usage for wells. Community-wide water use for the City was estimated based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

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

TABLE 2: COMPARISON OF CITY OF MAYWOOD 2010, 2015, AND 2023 GHG EMISSIONS ($MTCO_2E$)

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

FIGURE 4: COMPARISON OF CITY OF MAYWOOD 2010, 2015, AND 2023 GHG EMISSIONS ($MTCO_2E$)



Business-As-Usual Forecast

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

Using socioeconomic growth forecasts provided by Fehr & Peers**,** BAU forecasts were developed for the years 2030 and 2045. As shown in **Table 3** and **Figures 5 and 6**, the BAU forecasts of community GHG emissions are 86,463 $MTCO_2e$, and 85,707 $MTCO_2e$, respectively for 2030 and 2045. The results indicate that total emissions under BAU conditions would decrease slightly in 2030 and 2045, as compared to 2010.

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

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

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

FIGURE 5: HISTORICAL EMISSIONS AND BAU EMISSIONS FORECAST THROUGH 2045

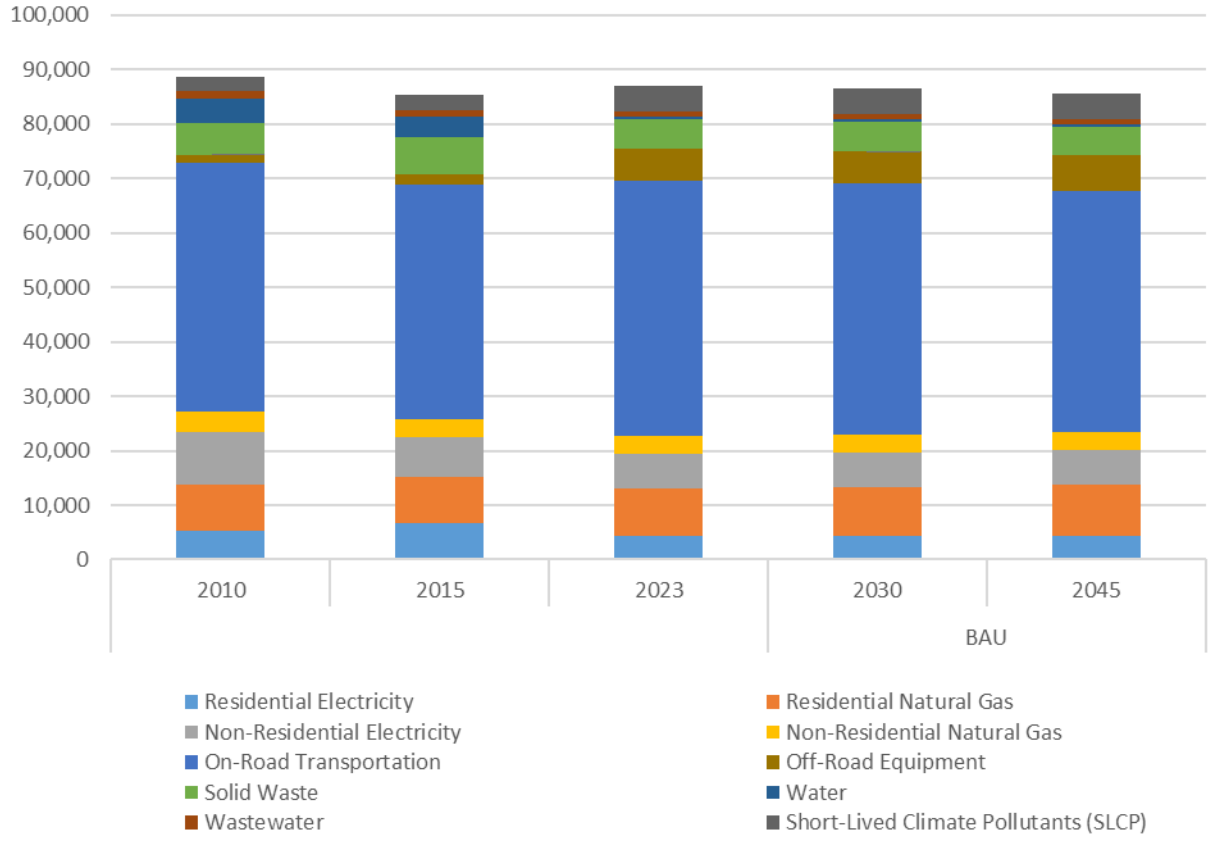
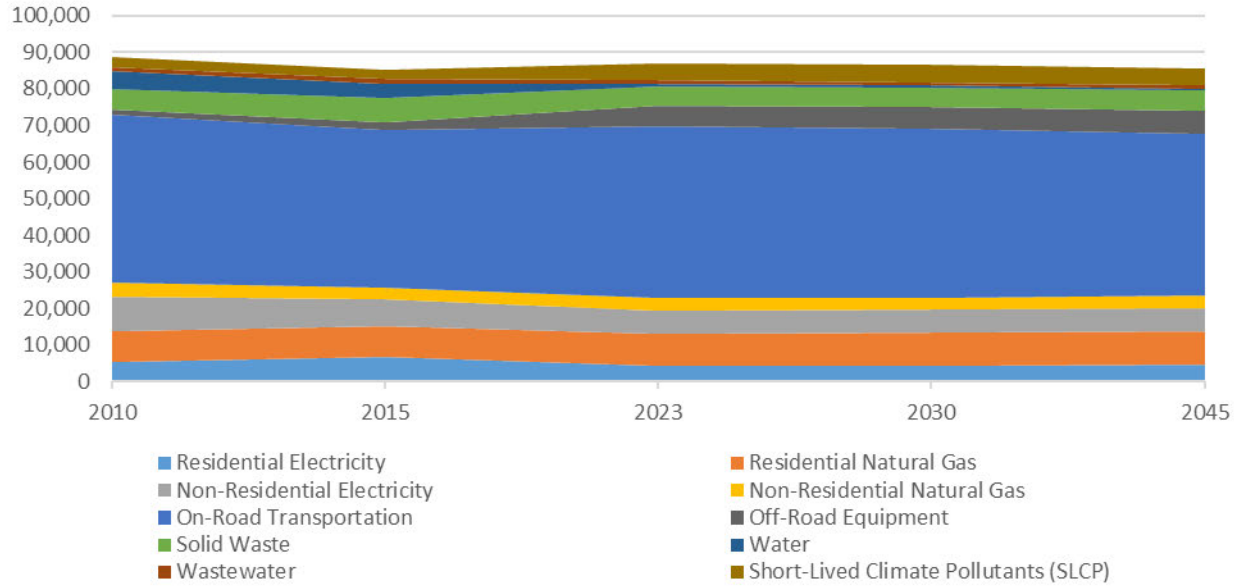


FIGURE 6: HISTORICAL EMISSIONS AND BAU EMISSIONS FORECAST THROUGH 2045



Adjusted Business-As-Usual Forecast

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

- Renewables Portfolio Standard (RPS) as mandated by Senate Bill (SB) 350 and SB 1020 [3]
- The State's Vehicle Efficiency Standards (i.e. Advanced Clean Cars II) for on-road vehicles[4]
- Title 24 Building Energy Efficiency Standards[5]
- Organic waste reduction requirements as mandated by SB 1383[6]

As shown in **Table 4** and **Figure 7**, the Adjusted BAU forecasts of community GHG emissions are 71,044 $MTCO_2e$ for 2030 and 38,289 $MTCO_2e$ for 2045, representing decreases of approximately 19.9 percent below 2010 levels by 2030, and 56.8 percent below 2010 levels by 2045. **Figure 8** shows the BAU and Adjusted BAU forecasts, depicting the significant difference between the two.

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

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

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

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

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

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

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

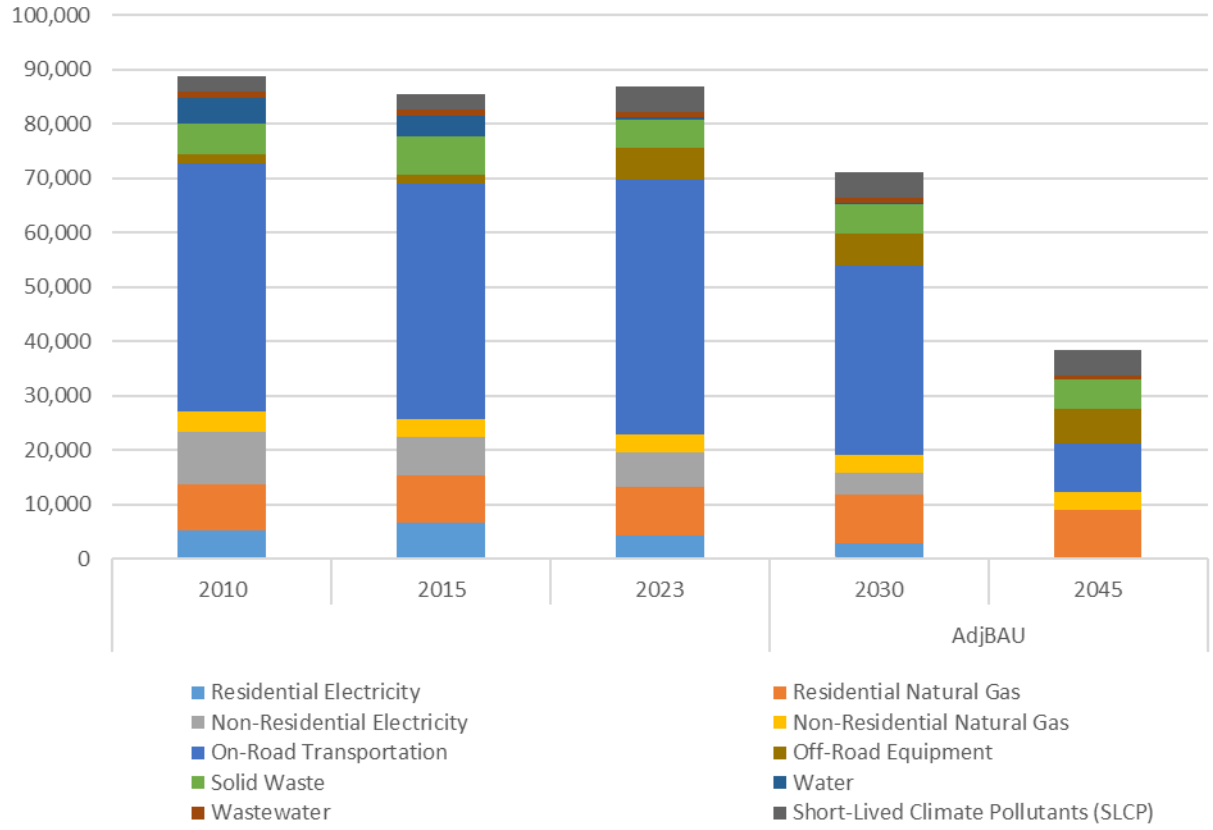
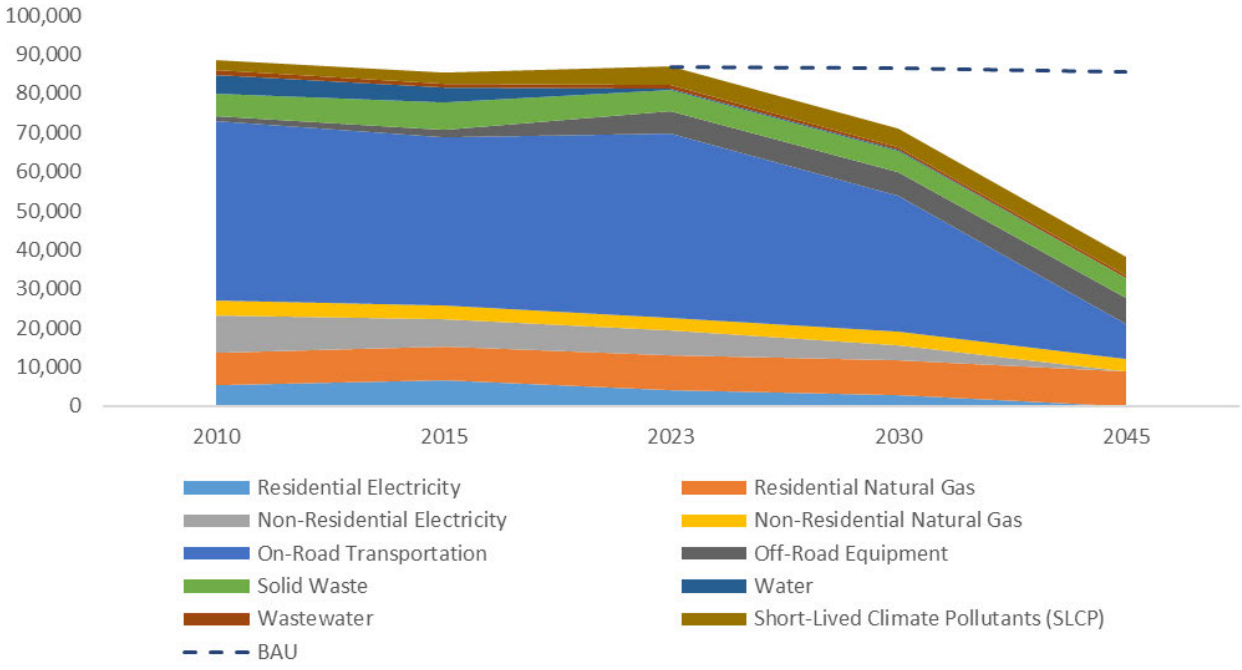


FIGURE 8: HISTORICAL GHG EMISSIONS, BAU FORECAST, AND ADJUSTED BAU FORECAST THROUGH 2045



Appendix C
Native American Consultation

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

November 21, 2025

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

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

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

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

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

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

Please mail or email your written request for consultation to:

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

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

Sincerely,

Miguel Leon
Assist. To The City Manager
City of Maywood

Appendix D
Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program

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

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

TABLE D-1
MITIGATION MONITORING AND REPORTING PROGRAM

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

TABLE D-1
MITIGATION MONITORING AND REPORTING PROGRAM

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

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

Final IS/MND Errata

Prepared for
City of Maywood

February 2026

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

Final IS/MND Errata

Prepared for
City of Maywood

February 2026

633 West 5th Street
Suite 830
Los Angeles, CA 90071
213.599.4300
esassoc.com

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Appendices

A. Comments Received on Initial Study/Proposed MND for the Climate Action, Adaptation, and Resilience Plan Project

Acronyms and Other Abbreviations

Abbreviation	Definition
AC2HP	Air Conditioning to Heat Pump
ATP	Active Transportation Plan
BAU	Business as Usual
CAARP, Plan, or proposed Project	Climate Action, Adaptation, and Resilience Plan
CARB	California Air Resources Board
CARE	California Alternate Rates for Energy
CBO	community-based organizations
City	City of Maywood
CPA	Clean Power Alliance
Draft IS/MND	Draft Initial Study/Mitigated Negative Declaration
DES	distributed energy sources
EOT	end-of-trip
Errata	revisions to the Draft IS/MND
FERA	Family Electric Rate Assistance
GHG	greenhouse gas
HVAC	Heating, ventilation, and air conditioning
IS/MND	Initial Study/Mitigated Negative Declaration
JPA	Joint Powers Authority
LED	light-emitting diodes
MTCO2e	metric tons of carbon dioxide equivalent
RHNA	Regional Housing Needs Allocation
PRC	Public Resources Code
Project	City of Maywood Climate Action, Adaptation, and Resilience Plan Project
SB	Senate Bill
SCAQMD	Southern California Air Quality Management District
SCE	Southern California Edison
SoCalREN	Southern California Regional Energy Network
SolarAPP+	Solar Automated Permit Process
VMT	Vehicle Miles Traveled
ZEV	zero-emission vehicle

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

Errata

Introduction

This Errata contains a compilation of revisions made to the text of the Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) either in response to a comment or as initiated by the City of Maywood (City). Some of the staff-initiated text changes are made to reflect additional information provided by the City for the Climate Action, Adaptation, and Resilience Plan (CAARP, Plan, or proposed Project). The text changes made in responses to comments and the staff-initiated text changes do not alter the analysis or conclusions in the Draft IS/MND.

All revisions are previously introduced in the Response to Comments Memorandum, of this Final IS/MND but are summarized here for convenience of the reader. Where the responses indicate additions or deletions to the text of the Draft IS/MND, additions are indicated in underline and deletions in ~~strikeout~~.

Corrections and Additions

Chapter 2, Project Description

Page #2-15

TABLE 2
CITY OF MAYWOOD 2010 GHG EMISSIONS

Sector	Emissions ($MTCO_2e$)	Percent of Total (%)
On-Road Transportation	45,712	51.5
Natural Gas and Electricity	27,103	~~31.5~~ 30.5
Water Supply and Wastewater Treatment	5,871	6.6
Solid Waste	5,727	6.5
Short-lived Climate Pollutants	2,749	3.1
Off-Road Equipment	1,560	1.8
Total	**88,721**	**100%**

Chapter 2, Project Description

Pages #2-18 through #2-31

TABLE 4
MAYWOOD CAARP GHG REDUCTION MEASURES

Measure/Action		Performance Objectives
Clean Energy (E)		
Measure E1: Procure Zero-Carbon Electricity for Residents and Businesses ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: 2035: 1,440 2045: 0)***		
Community		
Action 1	Conduct a feasibility study that assesses technical, financial, legal, and policy implications of joining the CPA on behalf of residents and businesses	**By 2035**: 100% participation (community-wide) of utility customers purchasing 100% zero-carbon electricity. **By 2045**: Under state law, all utility-provided electricity in California will be carbon free
Action 2	Join CPA: Upon City Council approval, apply to join CPA's Joint Powers Authority (JPA), and once approved, select 100 percent Green Power as the default option for residential and commercial accounts	
Action 3	Partner with CPA on customer outreach and education on the benefits of clean energy, including cleaner air and reduced health risks from fossil fuel combustion	
Action 4	Require new development projects<u>, including residential, commercial, and industrial uses,</u> to operate on 100 percent zero-carbon electricity, through on-site generation or procurement from a third party (e.g., CPA)	
Action 5	Increase enrollment in the California Alternate Rates for Energy (CARE) and Family Electric Rate Assistance (FERA) programs discount programs upon CPA enrollment	
Action 6	Increase multilingual (English/Spanish) bill-impact counseling	
Measure E2: Increase Local Renewable Energy Production ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: 2035: 321 2045: 0)***		
Community		
Action 1	Partner with utilities and CBOs to educate building owners and homeowners on the Solar Automated Permit Process (SolarAPP+) and other solar incentives, including those that deliver low-cost solar to income-qualified households	**By 2035:** Install rooftop solar panels on 15% of eligible roofs **By 2045:** Install rooftop solar panels on 50% of eligible roofs
Action 2	Increase local participation in and awareness of training opportunities for solar energy jobs provided by regional workforce development organizations	

Measure/Action		Performance Objectives
Action 3	Monitor displacement risk and implement protective measures as necessary, consistent with the City's Rent Stabilization Ordinance and tent protections, which ~~could include strengthening tenant protections during building renovations, limiting~~ limit rent increases and regulate passthrough costs of capital improvements to tenants, and increasing home ownership rates for existing residents Incorporate affordability safeguards into infrastructure upgrades do not disproportionately impact low-income households	
Municipal Operations		
Action 4	Conduct solar feasibility studies at City owned buildings	**By 2035:** Install rooftop solar panels on 15% of eligible City building roofs **By 2045:** Install distributed energy sources (DES) on 50% of eligible City building roofs
Action 5	Install rooftop solar at eligible municipal facilities	
Action 6	Explore community solar programs at community centric municipal facilities (libraries, community centers, etc.)	
Green Buildings and Infrastructure (B)		
Measure B1: Improve Energy Efficiency of Existing Buildings ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: 2035: 3,623 2045: 7,239)***		
Community		
Action 1	Mandate energy-efficiency audits during building ownership transfers (residential and nonresidential)	**By 2035:** Reduce the energy intensity of existing (as of 2025) residential and commercial buildings by 30%. **By 2045**: Reduce the energy intensity of existing (as of 2025) residential and commercial buildings by 60%.
Action 2	Partner with utilities to promote rebates and financing options for energy-efficiency upgrades and appliances for heating, lighting, cooking, and other purposes, targeting rebates and direct-install services to lower-income households through multilingual communication	
Action 3	Educate building owners and homeowners on the cost savings of energy-efficiency improvements	
Action 4	Increase local participation in and awareness of training opportunities for energy efficiency jobs provided by regional workforce development organizations	
Action 5	Monitor displacement risk and implement protective measures as necessary, consistent with the City's Rent Stabilization Ordinance and tent protections, which ~~could include strengthening tenant protections during building renovations, limiting~~ limit rent increases and regulate passthrough costs of capital improvements to tenants, and increasing home ownership rates for existing residents	
Action 6	Explore on-bill financing or tariffed on-bill repayment models that allow residents to pay for energy efficiency upgrades through future utility savings without taking on personal debt	
Action 7	Explore the feasibility of setting building performance standards for large existing buildings within the City, setting energy targets based on building size	
Action 8	Partner with SoCalREN, SCE, and emPOWER to connect income-qualified residents to no- and low-cost energy-efficiency programs, through bilingual outreach and community partnerships	

Measure/Action		Performance Objectives
Municipal Operations		
Action 9	Adopt a policy that requires natural gas equipment and appliances (i.e., boilers, water heaters, stoves, and HVAC units) at City buildings and facilities to be replaced with all-electric models, when at end of useful life.	**By 2035:** Reduce the energy intensity of existing (as of 2025) City buildings by 30%. **By 2045:** Reduce the energy intensity of existing (as of 2025) City buildings by 60% by the year 2045.
Action 10	Conduct energy audits of all municipal buildings to identify cost-effective energy-efficiency opportunities	
Action 11	Implement energy-efficiency improvements identified in energy audits at City-owned buildings and facilities	
Action 12	Publish case studies of building-efficiency improvements to promote successes and strategies to community members and businesses	
Measure B2: Retrofit Existing Buildings to Be All-Electric ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: 2035: 856 2045: 2,935)***		
Community		
Action 1	Explore adopting ordinance requiring replacement of air conditioners with electric heat pumps during major building renovations	**By 2035:** Decarbonize 10% of existing (as of 2025) residential and commercial building energy **By 2045**: Decarbonize 60% of existing (as of 2025) residential and commercial building energy
Action 2	Host workshops and events to demonstrate the efficacy of all-electric appliances, including stoves, heat pumps, and boilers	
Action 3	Identify and partner with City-approved service providers to review residential energy bills and conduct home visits to provide recommendations for feasible electric appliances	
Action 4	Monitor displacement risk and implement protective measures as necessary, consistent with the City's Rent Stabilization Ordinance and tent protections, which ~~could include strengthening tenant protections during building renovations, limiting~~ limit rent increases and regulate passthrough costs of capital improvements to tenants, and increasing home ownership rates for existing residents	
Action 5	Explore on-bill financing or tariffed on-bill repayment models that allow residents to pay for energy efficiency upgrades through future utility savings without taking on personal debt	
Action 6	Connect income-qualified residents to financial assistance for building decarbonization, such as heat-pump rebates, through bilingual outreach and community partnerships	
Action 7	Increase local participation in and awareness of training opportunities for building decarbonization jobs provided by regional workforce development organizations	
Municipal Operations		
Action 8	Conduct all-electric feasibility studies for City-owned buildings and facilities	**By 2035**: Decarbonize 10% of existing (as of 2025) City building energy **By 2045**: Decarbonize 60% of existing (as of 2025) City building energy
Action 9	Implement feasible electrification at City-owned buildings and facilities, including electric water heaters, boilers, and cookware.	

Measure/Action		Performance Objectives
Measure B4: Utilize Cool Surfaces ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: Supportive.)***		
Community		
Action 1	Examine the potential to adopt a cool roof and pavement ordinance requiring new buildings and major renovations to meet specific albedo standards	Not Applicable.
Action 2	Partner with ~~COBs~~ CBOs and other municipalities to establish or expand a workforce development program for cool roof and pavement projects	
Action 3	Pilot a cool roof and pavement project at a heat vulnerable school or senior center	
Action 4	Host educational events for cool roof and pavement solutions and their benefits	
Action 5	Increase local participation in and awareness of training opportunities for cool surface construction jobs provided by regional workforce development organizations	
Municipal Operations		
Action 6	Explore potential for cool pavement pilot projects at City owned facilities, including parks or community centers	Not Applicable.
Action 7	Inventory cool roofs at City-owned buildings and facilities	
Action 8	Consider adopting a policy to install high-performing cool roofs on new City buildings and roof replacements (i.e., perform better than State building codes).	
Zero-Emission Vehicles (V)		
Measure V3: Accelerate Freight Decarbonization ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: 2035: 2,395 2045: 991)***		
Community		
Action 1	Collaborate with Caltrans and the Ports of Long Beach and Los Angeles on freeway and technology improvements benefitting ~~goods movement industries~~ the transition to Zero Emission Infrastructure	Not Applicable.
Action 2	Promote local business and industry participation in SCAQMD's truck and train projects funded through CARB's Goods Movement Emission Reduction Program	
Action 3	Evaluate the potential to adopt low-emission delivery zones that provide priority curb access for zero-emission delivery vehicles in specified loading areas throughout the City, including near schools, senior facilities, parks, and other locations with high pedestrian traffic	
Action 4	Streamline permitting for ZEV charging and clean fueling infrastructure for medium- and heavy-duty vehicles.	
Action 5	Designate and enforce truck routes away from homes and schools, and develop anti-idling protocols	

Measure/Action		Performance Objectives
Action 6	Partner with SCAQMD and local schools to deploy low-cost air quality sensors, share real-time data, and engage residents in identifying air quality hotspots for enforcement or remediation	
Action 7	Evaluate potential traffic impacts of ZEV charging and clean fueling infrastructure on a case-by-case basis through existing review processes and traffic studies to manage medium- and heavy-duty vehicle activity.	
Smart Mobility and Active Transportation (M)		
Measure M2: Promote Transit Oriented Development ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: 2035: 469 2045: 194)***		
Community		
Action 1	Provide incentives (density bonuses, concessions, and waivers) for dense residential development, including affordable and below market rate housing, near transit routes, including Slauson Avenue and Atlantic Boulevard corridors. Structure there incentives on a sliding scale to prioritize affordable and below-market rate housing, providing the greatest concessions to projects with the highest proportions of restricted affordable units to prevent displacement.	**By 2035:** • Increase Residential Density through 258 new units zoned for and identified by the Housing Element • Increase Job Density through 1,341 thousand square feet increase of new commercial, industrial, and public/quasi-public land uses identified by the Land Use Element • Develop Transit-Oriented Developments through 253 residential units and office space within half mile of Slauson Ave and Atlantic Blvd high quality transit stop • Complete construction of a 61-unit affordable housing project and continued development to meet RHNA needs **By 2045:** • Increase Residential Density through 344 new units zoned for and identified by the Housing Element • Increase Job Density through 1,789 thousand square feet increase of new commercial, industrial, and public/quasi-public land uses identified by the Land Use Element • Develop Transit-Oriented Developments through 338 residential units and office space within half mile of Slauson Ave and Atlantic Blvd high quality transit stop • Continue construction of new development to meet future RHNA needs
Action 2	Educate developers about the sliding scale incentives for dense residential development, emphasizing benefits for affordable and below-market housing production	
Action 3	Re-zone certain areas (including Slauson Avenue and Atlantic Boulevard corridors) to allow for more home-based businesses	

Measure/Action		Performance Objectives
Measure M3: Promote Active Transportation ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: 2035: 24 2045: 9)***		
Community		
Action 1	Improve sidewalks with more shade, more greenery, safe crossings, and adequate space for wheelchair and stroller use, prioritizing those locations identified by community and in the Maywood ATP	**By 2035:** • Install EOT Bike Facilities (including showers) for approximately 750 new employees • Construct 9 miles of new Class III Bike Facilities identified by Maywood Active Transportation Plan • Construct Slauson Avenue and Atlantic Boulevard mobility hub By 2045: • Install EOT Bike Facilities (including showers) for approximately 1,000 new employees • Maintain 9 miles of previously constructed Class III Bike Facilities identified by Maywood Active Transportation Plan • Maintain Slauson Avenue and Atlantic Boulevard mobility hub
Action 2	~~Expand bicycle and pedestrian infrastructure, including Class I, II, III, and IV bicycle routes, signage, and intersection treatments along corridors outlined in the Maywood ATP~~ Partner with CBOs and local businesses to install and maintain end-of-trip facilities including bike parking, bike lockers, showers, and personal lockers	
Action 3	~~Partner with CBOs and local businesses to install and maintain end-of-trip facilities including bike parking, bike lockers, showers, and personal lockers~~ Expand bicycle and pedestrian infrastructure, including Class I, II, III, and IV bicycle routes, signage, and intersection treatments along corridors outlined in the Maywood ATP, consistent with the Plan's emphasis on safer street design	
Action 4	Potentially introduce electric bike share and scooter share programs that incentives third-party providers to locate in Maywood, including partnering with LA Metro to expand their Metro Bike Share program into the City.	
Action 5	Collaborate with Los Angeles County, LA Metro, and Maywood Express to invest in safety features and first mile / last mile bicycle and pedestrian connections around transit stations	
Action 6	Coordinate with schools and local CBOs to host "open street" events that promote active transportation and educate students and community members on how to safely navigate bicycle routes	
Action 7	Limit businesses within the City that are served by trucks, especially those located along pedestrian and bicycle corridors	
Action 8	Install energy-efficient LED lighting at crosswalks, parks, and bus stops to enhance safety and visibility, particularly for women, children, and seniors	
Action 9	Engage youth and CBOs in street design. Fund participatory design projects with youth organizations and active-transportation nonprofits to co-create murals, shade installations, and community wayfinding.	
Municipal Operations		
Action 10	Improve all sidewalks and pedestrian infrastructure around City buildings to be safe, accessible, and comfortable	
Action 11	Install and maintain bicycle infrastructure at City owned buildings, including community centers and cooling centers	

Measure/Action		Performance Objectives
Action 12	Establish a bike share program to encourage City employees to borrow bikes for transportation to local meetings	**By 2035:** • Install EOT Bike Facilities (including showers) for approximately 750 new employees • Construct 9 miles of new Class III Bike Facilities identified by Maywood Active Transportation Plan • Construct Slauson Avenue and Atlantic Boulevard mobility hub **By 2045:** • Install EOT Bike Facilities (including showers) for approximately 1,000 new employees • Maintain 9 miles of previously constructed Class III Bike Facilities identified by Maywood Active Transportation Plan • Maintain Slauson Avenue and Atlantic Boulevard mobility hub
Off-Road Equipment Electrification (O)		
Measure ~~R~~Q1: Support Off-Road Equipment Electrification ***(Estimated Annual GHG Emission Reductions [$MTCO_2e$]: 2035: 122 2045: 481)***		
Community		
Action 1	Develop infrastructure to support electric ~~and hydrogen fuel cell~~ equipment	**By 2035:** Electrify 20% of off-road equipment used throughout the City **By 2045:** Electrify 75% of off-road equipment throughout the City
Action 2	Provide educational materials to builders and construction contractors on the benefits and capabilities of electric off-road equipment	
Action 3	Through the permitting process, require private developers to use green construction methods that reduce emissions	
Action 4	Adopt restrictions to minimize unnecessary idling of off-road equipment	
Municipal Operations		
Action 5	Increase the use of zero-emission off-road equipment by municipal fleet facilities	**By 2035:** Electrify 20% of off-road equipment used in City run projects **By 2045:** Electrify 75% of off-road equipment used in City run projects
Action 6	Establish procurement policies mandating zero-emission or low-emission equipment for municipal projects	

Chapter 2, Project Description

Pages #2-34 through #2-36

TABLE 5
MAYWOOD CAARP ADAPTATION AND RESILIENCE STRATEGY AND MEASURES

Strategy/Measure/Action		Performance Objectives
Adaptation and Resilience (A)		
Measure A5: Upgrade Buildings for Climate Readiness *(**Hazards Addressed**: **All:** Most important for extreme heat, then air quality)*		
Action 1	Promote retrofits in residential, commercial, and public buildings that improve indoor thermal conditions, such as installing cool roofs, high-efficiency HVAC systems, high-filtration air-handling units, and insulation to protect occupants during extreme heat and smoke events	Increase upgraded critical facilities within the city Increase upgraded facilities serving seniors and other vulnerable populations Decrease in hazard-driven illness indoors
Action 2	Coordinate with the local Community Choice Aggregator and utilities to support installation of distributed-energy systems, such as rooftop solar and battery storage, in key facilities to maintain operations during outages and reduce grid-dependency	
Action 3	Explore the feasibility of reach code strategies, such as the Accelerate Clean Energy to Heat Pump (AC2HP) model	
Action 4	Prioritize improving air quality and thermal comfort in schools, childcare centers, senior centers, housing for vulnerable populations, and other sensitive-use facilities	
Action 5	Provide landlords and property managers with financial assistance opportunities for cooling and other building upgrades	
Action 6	Monitor displacement risk and implement protective measures as necessary, consistent with the City's Rent Stabilization Ordinance and tent protections, which ~~could include strengthening tenant protections during building renovations, limiting~~ limit rent increases and regulate passthrough costs of capital improvements to tenants, and increasing home ownership rates for existing residents	
Action 5	Evaluate feasibility of installing bioswales along streets or at City owned properties that safely capture stormwater while removing debris and pollution	

Chapter 3, Initial Study/Environmental Checklist

Section XVIII, Tribal Cultural Resources

Pages #3-63 through 3-64

As noted in the request to consult letters that were circulated, any tribes interested in formal consultation were required to respond in writing within 30 days from receipt of the City's formal notification (or by December 18, 2025), if they wished to engage in consultation on the Project. If any tribes requested formal consultation pursuant to AB 52, then the City would be required to initiate that consultation process within 30 days of receiving the request for consultation. No responses were received from any of these individuals pursuant to AB 52 within the stated 30-day response period. Therefore, the City has met its obligations regarding tribal outreach, and thus AB 52 tribal consultation is concluded pursuant to Public Resources Code Section 21080.3.2(b).

ESA

633 West 5th Street
Suite 830
Los Angeles, CA 90071
213.599.4300 phone
213.599.4301 fax

esassoc.com

February 3, 2026

Miguel Leon
Deputy City Clerk/Assistant to the City Manager
City of Maywood
4319 East Slauson Avenue
Maywood, CA 90270

Subject: Response to Comments Memorandum on the Initial Study/Mitigated Negative Declaration for the City of Maywood Climate Action, Adaptation, and Resilience Plan Project

Dear Mr. Leon:

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

The City is the Lead Agency responsible for environmental review of the Project in accordance with the requirements of CEQA (Public Resources Code [PRC] Section 21000-21177) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, Division 6, Chapter 3, Sections 15000-15387) (CEQA Guidelines). As described in CEQA Guidelines Section 15074(b):

> Prior to approving a project, the decision-making body of the lead agency shall consider the proposed negative declaration or mitigated negative declaration together with any comments received during the public review process. The decision-making body shall adopt the proposed negative declaration or mitigated negative declaration only if it finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence that the project will have a significant effect on the environment and that the

> negative declaration or mitigated negative declaration reflects the lead agency's independent judgment and analysis.

The City prepared and circulated a Public Review Draft IS/MND for the Project between January 2, 2026, and February 2, 2026. The City received a total of one agency comment letter on the Draft IS/MND. This Response to Comments Memorandum includes the text of the comment letter and the City's responses. In responding to comments received on the Draft IS/MND, certain revisions to the text of the Draft IS/MND were deemed necessary, and thus these revisions are presented as an Errata to this Final IS/MND (see attached Errata document). The Draft IS/MND is incorporated herein by reference and as revised through the Errata.

In combination, the Draft IS/MND and its appendices, the City's responses to comments on the Draft IS/MND, and the revisions to the Draft IS/MND (Errata), including additional information and appendices, constitute the Final IS/MND for the CAARP Project. Documents relating to this Final IS/MND are cited and incorporated by reference. This Final IS/MND, including the Draft IS/MND appendices and reference documents are available for review at the City of Maywood's website at: https://www.cityofmaywood.com/411/Climate-Action-Adaptation-and-Resilience.

In the following Responses to Comments section, each comment letter is assigned an alphabetical letter (e.i., Letter A, Letter B, and so on) and arranged by agency and then by organization and other interested parties in chronological order. The body of each comment letter has been separated into individual comments, which are numbered. This results in a numbering system whereby the first comment in the first comment letter is identified as Comment A-1, A-2, and so on. The comment text is included in the corresponding letter with the individual responses to each comment raised provided below. The letters are provided in Appendix A, *Comment Letters on the Draft IS/MND*, of this Final IS/MND.

Where responses result in a change to the Draft IS/MND, it is noted and the resulting change is identified in the Errata of this Final IS/MND. Although written responses to comments received on a negative declaration or mitigated negative declaration are not required by CEQA, the following responses have been prepared for consideration by the City decision makers when considering whether or not to approve the Project. It should be noted that the focus of the responses to comments is on "the disposition of significant environmental issues raised." Therefore, detailed responses are not provided for comments that do not relate to environmental issues.

Caltrans Comment Letter A

Response to Comment A-1

This comment provides a general introduction to the comments raised in this correspondence. This comment also provides an accurate summary of the Project. Because the comment does not raise a substantive issue on the content or adequacy of the Draft IS/MND, no further response is necessary.

Response to Comment A-2

This comment supports the VMT Reduction Strategies identified in Table 1 of the Draft ISMND, Chapter 3, *Initial Study/Environmental Checklist,* pages 2-7. This comment also identifies the Project to be consistent with policies promoting sustainable and multimodal transportation, and the reduction of Vehicle Miles Traveled (VMT). This comment further reinstates the analysis provided in the Draft IS/MND pertaining to transportation. Because this comment does not raise a substantive issue on the content or adequacy of the Draft IS/MND, no further response is necessary.

Response to Comment A-3

This comment recommends adopting additional TDM strategies from Caltrans Local Development Review Transportation Demand Management Toolbox to further reduce VMT and greenhouse gas emissions and provides the website link to the TDM strategies. Also, this comment provides Caltrans contact information in the event additional information is needed. The comment is noted for the record and will be forwarded to the decision-makers for their review and consideration prior to any action on the Project. As the comment does not raise any specific issues regarding the content or adequacy of the Draft IS/MND, no further response is warranted.

Appendix A

Comments Received on Initial Study/Proposed MND for the Climate Action, Adaptation, and Resilience Plan Project

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov

January 20, 2026

Miguel Leon
Deputy City Clerk/Assistant to the City Manager
City of Maywood
4319 East Slauson Avenue
Maywood, CA 90270

RE: City of Maywood Climate Action,
Adaptation, and Resilience Plan Project
SCH # 2026010038
Vic. LA-710/PM 21.917
GTS # LA-2026-04990-MND

Dear Miguel Leon:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The project involves the adoption and implementation of the City of Maywood's (City) first Climate Action, Adaptation, and Resilience Plan (CAARP), aimed at fostering a healthy, safe, and environmentally responsible community. Through this initiative, the City seeks to create a robust framework that addresses the challenges of climate change by reducing greenhouse gas (GHG) emissions and enhancing community resilience. The CAARP outlines a strategic roadmap with clear goals and actionable measures designed to accelerate emissions reduction efforts. A-1

Caltrans aims to provide a safe, reliable transportation network that respects the environment. Senate Bill 743 (2013) mandates using Vehicle Miles Traveled (VMT) to identify transportation impacts for future developments. All environmental documents should include VMT metrics. For more information, refer to the Governor's Office of Planning and Research (OPR):

https://opr.ca.gov/ceqa/#guidelines-updates

Caltrans concurs with the VMT Reduction Strategies in Table 1, focusing on smart mobility and active transportation. Measures include enhancing public transit (Measure M1), upgrading walking and biking infrastructure (Measure M2), promoting carpooling via TDM programs (Measure M3), and managing parking (Measure M4). The integration of affordable housing emphasizes the connection between transportation, land use, and housing policy. Table 1 offers a comprehensive plan to reduce VMT and GHG emissions. A-2

The CAARP aligns with policies promoting sustainable and multimodal transportation. It aims to enhance active transportation and public transit, thereby reducing vehicle miles traveled (VMT), air pollutants, and greenhouse gas (GHG) emissions. Specifically, the CAARP will enhance pedestrian networks to increase sidewalk coverage and amenities (Measure M3), expand bicycle facilities by providing safe infrastructure such as bike paths and lanes (Measure M3), encourage end-of-trip bicycle accommodations by installing bike parking and lockers at key destinations (Measure M3), and extend the bikeway network to offer more options for cyclists (Measure M3).

Furthermore, the CAARP will be strategically integrated within existing state planning and funding initiatives that connect land use and transportation, aligning with Senate Bill (SB) 375, which fosters sustainable communities by linking regional transportation plans with land-use decisions, and SB 379, which mandates local governments to incorporate climate adaptation and resiliency strategies into their general plans.

The CAARP highlights the importance of alternative transportation methods and reducing Vehicle Miles Traveled (VMT). By expanding the transit network coverage (Measure M1), providing end-of-trip bicycle facilities (Measure M3), and extending the bikeway network (Measure M3), the plan supports sustainable transportation and aligns with CEQA guidelines. These efforts aim to reduce greenhouse gas emissions and enhance the community's transportation infrastructure.

A-2 Cont.

The City may enhance its efforts by adopting additional TDM strategies from Caltrans' Local Development Review Transportation Demand Management Toolbox. These measures include dynamic congestion pricing, advanced traffic signal systems, and promoting telecommuting and flexible work hours. Implementing these strategies will further reduce Vehicle Miles Traveled (VMT) and greenhouse gas (GHG) emissions, contributing to a healthier, more resilient community.

https://dot.ca.gov/-/media/dot-media/district-4/documents/d4-transportation-planning-local-assistance/ldr/final-draft-2023-ldr-tdm-toolbox-071923-a11y.pdf

A-3

If you have any questions, please feel free to contact Mr. Alan Lin, the project coordinator, at (213) 269-1124 and refer to GTS # LA-2026-04990-MND.

Sincerely,

Anthony Higgins

Anthony Higgins
Acting LDR Branch Chief

email: State Clearinghouse

NOTICE OF INTENT TO ADOPT / NOTICE OF AVAILABILITY
OF AN INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

for the City of Maywood Climate Action, Adaptation, and Resilience Plan Project

This serves as the City of Maywood's Notice of Intent to adopt an Initial Study/Mitigated Negative Declaration for the City of Maywood Climate Action, Adaptation, and Resilience Plan Project prepared in accordance with the California Environmental Quality Act (CEQA), CEQA Guidelines, and local implementation procedures.

Name of Project: City of Maywood Climate Action, Adaptation, and Resilience Plan Project

Project Location: Citywide

Lead Agency: City of Maywood, 4319 East Slauson Avenue, Maywood, CA 90270

Project Applicant: City of Maywood

Project Description: The project involves the adoption and implementation of the City of Maywood's (City) first Climate Action, Adaptation, and Resilience Plan (CAARP), aimed at fostering a healthy, safe, and environmentally responsible community. Through this initiative, the City seeks to create a robust framework that addresses the challenges of climate change by reducing greenhouse gas (GHG) emissions and enhancing community resilience. The CAARP outlines a strategic roadmap with clear goals and actionable measures designed to accelerate emissions reduction efforts. The CAARP also incorporates a detailed analysis of GHG emissions trends and forecasts to inform effective climate action strategies. Ultimately, the CAARP serves as a vital tool for the City to monitor progress and adjust strategies to achieve its environmental goals.

NOTICE IS HEREBY GIVEN THAT the City proposes to adopt an Initial Study/Mitigated Negative Declaration for the above-cited project. Such Initial Study/Mitigated Negative Declaration is based on the finding that the project would not have a significant effect on the environment. The reasons to support such a finding are documented by an Initial Study prepared by the City. The Initial Study/Mitigated Negative Declaration and other supporting environmental documents are available for public review on the City website at https://www.cityofmaywood.com/411/Climate-Action-Adaptation-and-Resilience and at the City of Maywood, Building & Planning Department, located at 4319 East Slauson Avenue. City Hall hours: Monday – Friday: 8:00am – 5:00pm.

For questions regarding the Initial Study/Mitigated Negative Declaration, please contact:

NAME:	Miguel Leon	**PHONE**:	323-562-5714
TITLE:	Deputy City Clerk/Assistant to the City Manager	**EMAIL:**	miguel.leon@cityofmaywood.org
ADDRESS:	City of Maywood, 4319 East Slauson Avenue, Maywood, CA 90270		

Public Review Period: ***Begins:*** **January 2, 2026** ***Ends:*** **February 2, 2026**

*Public Hearing***:** Consideration of the Initial Study/Mitigated Negative Declaration by the City of Maywood Planning Commission is scheduled to take place on Tuesday, **March 17, 2026, at 7:00 p.m**., at the City of Maywood Council Chambers located at 4319 East Slauson Avenue, Maywood, CA 90270.

Consideration of adoption of the Initial Study/Mitigated Negative Declaration by the City of Maywood City Council is tentatively scheduled to take place on Wednesday, **March 25, 2026, at 6:00 p.m.**, at the City of Maywood Council Chambers located at 4319 East Slauson Avenue, Maywood, CA 90270.

CEQA Disclosure: The Project is city-wide, and as such the Project Site contains numerous properties included on lists enumerated under Section 65962.5 of the Government Code

In accordance with the CEQA Guidelines, any comments concerning the findings of the proposed Initial Study/Mitigated Negative Declaration must be submitted in writing and ***received by the City no later than 5:00 p.m. on February 2, 2026***, in order to be considered prior to the City's final determination on the project. Should you decide to challenge this project, you may be limited to the issues raised during this public review period. Please submit your written comments to Miguel Leon, Deputy City Clerk/Assistant to the City Manager, via e-mail at miguel.leon@cityofmaywood.org or at 4319 East Slauson Avenue, Maywood, CA 90270.

RESOLUTION NO. PC 26-0478

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MAYWOOD RECOMMENDING THAT THE CITY COUNCIL ADOPT THE CITY OF MAYWOOD CLIMATE ACTION, ADAPTATION, AND RESILIENCE PLAN (CAARP), ADOPT THE INITIAL STUDY / MITIGATED NEGATIVE DECLARATION (IS/MND) AND MITIGATION MONITORING AND REPORTING PROGRAM (MMRP), AND FIND THE PLAN CONSISTENT WITH THE CITY'S GENERAL PLAN

WHEREAS, the City of Maywood has prepared the Climate Action, Adaptation, and Resilience Plan (CAARP) to establish a comprehensive framework to reduce greenhouse gas emissions and strengthen community resilience to climate-related impacts; and

WHEREAS, the CAARP provides strategies and actions to reduce emissions, improve environmental sustainability, and prepare the community for climate-related hazards such as extreme heat, flooding, drought, and poor air quality; and

WHEREAS, the CAARP supports statewide climate goals, including the reduction of greenhouse gas emissions to 40 percent below 1990 levels by 2030 pursuant to Senate Bill 32; and

WHEREAS, the CAARP identifies strategies across multiple sectors including energy efficiency, transportation, land use planning, urban forestry, water conservation, waste reduction, and community resilience; and

WHEREAS, the CAARP supports and advances goals and policies contained within the City of Maywood General Plan, including the Land Use, Circulation, Conservation, Safety, and Environmental Justice Elements; and

WHEREAS, the preparation of the CAARP included technical analysis, stakeholder engagement, community outreach, and coordination with regional agencies and community organizations; and

WHEREAS, community engagement activities included surveys, stakeholder meetings, youth focus groups, and outreach events to gather input from residents and community stakeholders regarding climate priorities and potential strategies; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), the City prepared an Initial Study / Mitigated Negative Declaration (IS/MND) to evaluate potential environmental impacts associated with implementation of the CAARP; and

WHEREAS, the Draft IS/MND was circulated for public review from January 2, 2026 through February 2, 2026, consistent with CEQA requirements; and

WHEREAS, a Mitigation Monitoring and Reporting Program (MMRP) has been prepared to ensure implementation of identified mitigation measures; and

WHEREAS, the Planning Commission held a duly noticed public hearing on March 17, 2026, at which time all interested persons were given the opportunity to provide testimony and present evidence regarding the proposed CAARP and associated environmental documentation; and

WHEREAS, the Planning Commission reviewed and considered the staff report, public comments, and all relevant information prior to making its recommendation to the City Council.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Maywood hereby finds and determines as follows:

Section 1. The foregoing recitals are true and correct and are incorporated herein by this reference.

Section 2. The Planning Commission has reviewed and considered the Initial Study / Mitigated Negative Declaration (IS/MND) and Mitigation Monitoring and Reporting Program (MMRP) prepared pursuant to the California Environmental Quality Act and recommends that the City Council adopt the IS/MND and MMRP.

Section 3. The Planning Commission finds that the Climate Action, Adaptation, and Resilience Plan is consistent with the goals, policies, and objectives of the City of Maywood General Plan.

Section 4. The Planning Commission recommends that the City Council adopt the City of Maywood Climate Action, Adaptation, and Resilience Plan (CAARP).

Section 5. The Planning Commission hereby recommends that the City Council approve the CAARP and associated environmental documentation.

Section 6. The Secretary shall certify the adoption of this Resolution No. PC 26-0478.

PASSED, APPROVED AND ADOPTED THIS 17th day of March 2026.

AYES:

NAYES:

ABSENT:

ABSTAIN:

_____
Angelina Martinez
Planning Commission Chairperson

ATTEST:

_____
Daisy Guerrero
Planning Secretary

Please Start Here

General Information	
Jurisidiction Name	Maywood
Reporting Calendar Year	2025
Contact Information	
First Name	Daisy
Last Name	Guerrero
Title	Deputy Director of Building and Planning
Email	daisy.guerrero@cityofmaywood.org
Phone	3235625721
Mailing Address	
Street Address	4319 E. Slauson Avenue
City	Maywood
Zipcode	90270

Optional: Click here to import last year's data. This is best used when the workbook is new and empty. You will be prompted to pick an old workbook to import from. Project and program data will be copied exactly how it was entered in last year's form and must be updated. If a project is no longer has any reportable activity, you may delete the project by selecting a cell in the row and typing ctrl + d.

Click here to download APR Instructions

Click here to add rows to a table. If you add too many rows, you may select a cell in the row you wish to remove and type ctrl + d.

v_02_19_26

Optional: This runs a macro which checks to ensure all required fields are filled out. The macro will create two files saved in the same directory this APR file is saved in. One file will be a copy of the APR with highlighted cells which require information. The other file will be list of the problematic cells, along with a description of the nature of the error.

Optional: Save before running. This copies data on Table A2, and creates another workbook with the table split across 4 tabs, each of which can fit onto a single page for easier printing. Running this macro will remove the comments on the column headers, which contain the instructions. Do not save the APR file after running in order to preserve comments once it is

Optional: This macro identifies dates entered that occurred outside of the reporting year. RHNA credit is only given for building permits issued during the reporting year.

Link to the online system: https://hcd.my.site.com/hcdconnect

Toggles formatting that turns cells green/yellow/red based on data validation rules.

Submittal Instructions

Please save your file as Jurisdictionname2025 (no spaces). Example: the City of San Luis Obispo would save their file as SanLuisObispo2025

Housing Element Annual Progress Reports (APRs) forms and tables must be submitted to HCD and the Governor's Office of Planning and Research (OPR) on or before April 1 of each year for the prior calendar year; submit separate reports directly to both HCD and OPR pursuant to Government Code section 65400. There are two options for submitting APRs:

1. **Online Annual Progress Reporting System - Please see the link to the online system to the left.** This allows you to upload the completed APR form into directly into HCD's database limiting the risk of errors. If you would like to use the online system, email APR@hcd.ca.gov and HCD will send you the login information for your jurisdiction. *Please note: Using the online system only provides the information to HCD. The APR must still be submitted to OPR. Their email address is opr.apr@opr.ca.gov.*

2. **Email -** If you prefer to submit via email, you can complete the excel Annual Progress Report forms and submit to HCD at APR@hcd.ca.gov and to OPR at opr.apr@opr.ca.gov. Please send the Excel workbook, not a scanned or PDF copy of the tables.

Jurisdiction	Maywood	
Reporting Year	2025	(Jan. 1 - Dec. 31)
Housing Element Planning Period	6th Cycle	10/15/2021 - 10/15/2029

Building Permits Issued by Affordability Summary		
Income Level		**Current Year**
Acutely Low	Deed Restricted	0
	Non-Deed Restricted	0
Extremely Low	Deed Restricted	0
	Non-Deed Restricted	0
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	0
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	0
Above Moderate		0
Total Units		**0**

Units by Structure Type	**Entitled**	**Permitted**	**Completed**
Single-family Attached	0	0	0
Single-family Detached	0	0	0
2 to 4 units per structure	0	0	0
5+ units per structure	0	0	0
Accessory Dwelling Unit	0	0	0
Mobile/Manufactured Home	0	0	0
Total	**0**	**0**	**0**

Infill Housing Developments and Infill Units Permitted	**# of Projects**	**Units**
Indicated as Infill	0	0
Not Indicated as Infill	0	0

Housing Applications Summary	
Total Housing Applications Submitted:	29
Number of Proposed Units in All Applications Received:	0
Total Housing Units Approved:	36
Total Housing Units Disapproved:	0

Use of Streamlined Ministerial Approval Process or SMAP (formerly SB 35 / 423) - Applications

Number of SMAP Applications	0
Number of SMAP Applications Approved	0

Units Constructed - SMAP (formerly SB 35 / 423) - Permits			
Income	**Rental**	**Ownership**	**Total**
Acutely Low	0	0	0
Extremely Low	0	0	0
Very Low	0	0	0
Low	0	0	0
Moderate	0	0	0
Above Moderate	0	0	0
Total	**0**	**0**	**0**

Streamlining Provisions Used - Permitted Units	# of Projects	Units
SB 9 (2021) - Duplex in SF Zone	0	0
SB 9 (2021) - Residential Lot Split	0	0
AB 2011 (2022)	0	0
SB 6 (2022)	0	0
SMAP	0	0

Ministerial and Discretionary Applications	# of	Units
Ministerial	29	0
Discretionary	0	0

Density Bonus Applications and Units Permitted	
Number of Applications Submitted Requesting a Density Bonus	0
Number of Units in Applications Submitted Requesting a Density Bonus	0
Number of Projects Permitted with a Density Bonus	0
Number of Units in Projects Permitted with a Density Bonus	0

Housing Element Programs Implemented and Sites Rezoned	Count
Programs Implemented	2
Sites Rezoned to Accommodate the RHNA	0

Jurisdiction	Maywood
Reporting Year	2025 (Jan. 1 - Dec. 31)
Planning Period	6th Cycle 10/15/2021 - 10/15/2029

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table A
Housing Development Applications Submitted

Project Identifier					Unit Types		Date Application Submitted	Proposed Units - Affordability by Household Incomes											Total Approved Units by Project	Total Disapproved Units by Project	Streamlining	Historic Sites	Density Bo Applica
1					2	3	4	5											6	7	8	9	10	11
Prior APN*	Current APN	Street Address	Project Name*	Local Jurisdiction Tracking ID	Unit Category (SFA,SFD,2 to 4,5+,ADU,MH)	Tenure R=Renter O=Owner	Date Application Submitted (see instructions)	Acutely Low-Income Deed Restricted	Acutely Low-Income Non Deed Restricted	Extremely Low-Income Deed Restricted	Extremely Low-Income Non Deed Restricted	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Total PROPOSED Units by Project	Total APPROVED Units by project	Total DISAPPROVED Units by Project	Please select state streamlining provision/s the application was submitted pursuant to.	Is this project located on a site with an associated historical designation as outlined in Government Code Section 65400(a)(2)(N) and reported on Table L?	Did the housing development application seek incentives or concessions pursuant to Government Code section 65915?
Summary Row: Start Data Entry Below								0	0	0	0	0	0	0	0	0	0	0	0	36	0			
6312-023-016	6312-023-016	4030 E 58th St		B25-000-002	ADU	O	1/7/2025												0	1		NONE	No	No
6313-011-021	6313-011-021	4539 E 59th Pl		B25-000-055	ADU	O	2/27/2025												0	1		NONE	No	No
6313-017-002	6313-017-002	4448E 56th St		B25-000-068	ADU	O	3/5/2025												0	1		NONE	No	No
6315-013-010	6315-013-010	6142 Palm Ave		B25-000-075	ADU	R	3/6/2025												0	1		NONE	No	No
6316-004-019	6316-004-019	6042 King Ave		B25-000-092	ADU	O	3/20/2025												0	1		NONE	No	No
6313-004-026	6313-004-026	4543 E 53rd St		B25-000-111	ADU	O	3/27/2025												0	1		NONE	No	No
6312-007-010	6312-007-010	4122 E 53rd St		B25-000-040	ADU	O	2/12/2025												0	1		NONE	No	No
6313-017-019	6313-017-019	4443 E 57h St H		B25-000-045	ADU	R	2/20/2025												0	1		NONE	No	No
6312-021-019	6312-021-019	5724 Carmelita Ave		B25-000-006	ADU	O	3/6/2026												0	1		NONE	No	No
6313-004-025	6313-004-025	4541 E 53rd St		B25-000-103	ADU	O	3/25/2025												0	1		NONE	No	No
6311-013-013	6311-013-013	3604 E 54th St		B25-0020	ADU	O	4/10/2025												0	1		NONE	No	No
6315-009-008	6315-009-008	6113 Walker Ave		B25-0024	ADU	O	5/2/2025												0	1		NONE	No	No
6313-029-003	6313-029-003	4350 E 58th St		B25-0026	ADU	O	5/6/2025												0	1		NONE	No	No
6313-006-013	6313-006-013	4508 E 53rd St		B25-0027	ADU	R	5/8/2025												0	1		NONE	No	No
6312-018-001	6312-018-001	5601 Fishburn Ave		B25-0029	ADU	R	5/9/2025												0	8		NONE	No	No
6316-004-019	6316-004-019	6042 King Ave		B25-0037	ADU	O	5/22/2025												0	1		NONE	No	No
6311-006-031	6311-006-031	3703 E 57th St		B25-0039	ADU	O	5/21/2025												0	1		NONE	No	No
6313-006-022	6313-006-022	4529 E 55th St		B25-0040	ADU	O	5/19/2025												0	1		NONE	No	No
6313-004-025	6313-004-025	4541 E 53rd St		B25-0041	ADU	O	5/27/2025												0	1		NONE	No	No
6316-007-005	6316-007-005	6109 Woodward Ave		B25-0045	ADU	O	5/15/2025												0	1		NONE	No	No
6313-010-024	6313-010-024	4524 E 58th st		B25-0061	ADU	R	7/2/2025												0	1		NONE	No	No
6311-008-021	6311-008-021	3750 E 58th St		B25-0062	ADU	O	7/7/2025												0	1		NONE	No	No
6311-008-021	6311-008-021	3750 E 58th St		B25-0063	ADU	O	7/7/2025												0	1		NONE	No	No
6311-008-021	6311-008-021	3750 E 58th St		B25-0064	ADU	O	7/7/2025												0	1		NONE	No	No
6313-004-026	6313-004-026	4543 E 53rd St		B25-0065	ADU	O	7/10/2025												0	1		NONE	No	No
6314-015-007	6314-015-007	4724 E 57th St		B25-0071	ADU	O	7/24/2025												0	1		NONE	No	No
6313-021-012	6313-021-012	4416 E 52nd St		B25-0077	ADU	O	8/16/2025												0	1		NONE	No	No
6313-004-028	6313-004-028	4549 E 53rd St		B25-0094	ADU	O	9/25/2025												0	1		NONE	No	No
6315-011-024	6315-011-024	4969 Randolph St		B25-0105	ADU	O	9/24/2025												0	1		NONE	No	No
6313-004-026	6313-004-026	4543 E 53 Rd St		B25-0106	ADU	O	11/12/2025												0	1		NONE	No	No
																			0					
																			0					
																			0					

Jurisdiction	Diamond
Reporting Year	(Jan 1 - Dec 31)
Due	4/1/2019
Planning Period	5th Cycle

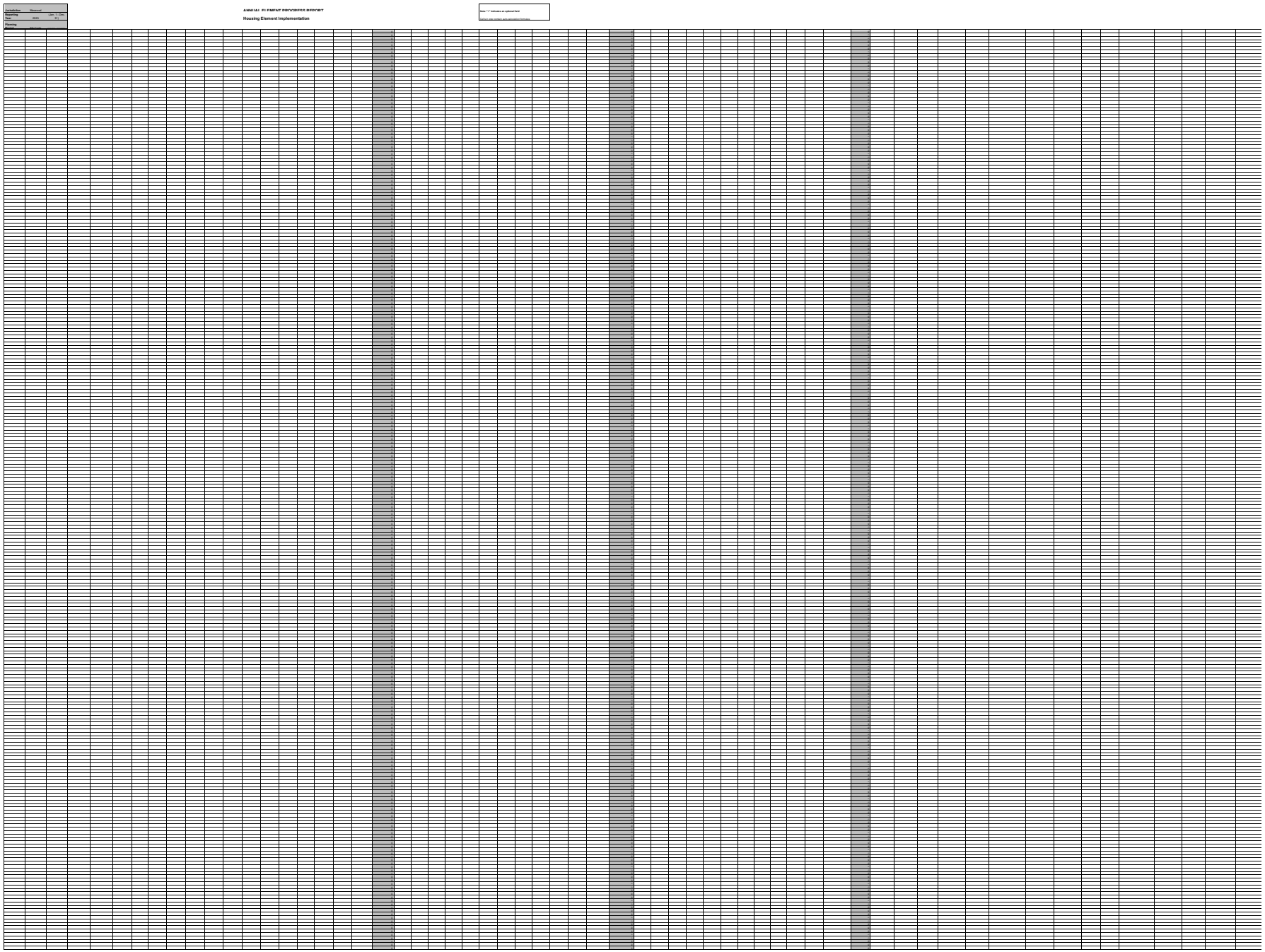
ANNUAL PROGRESS REPORT
Housing Element Implementation

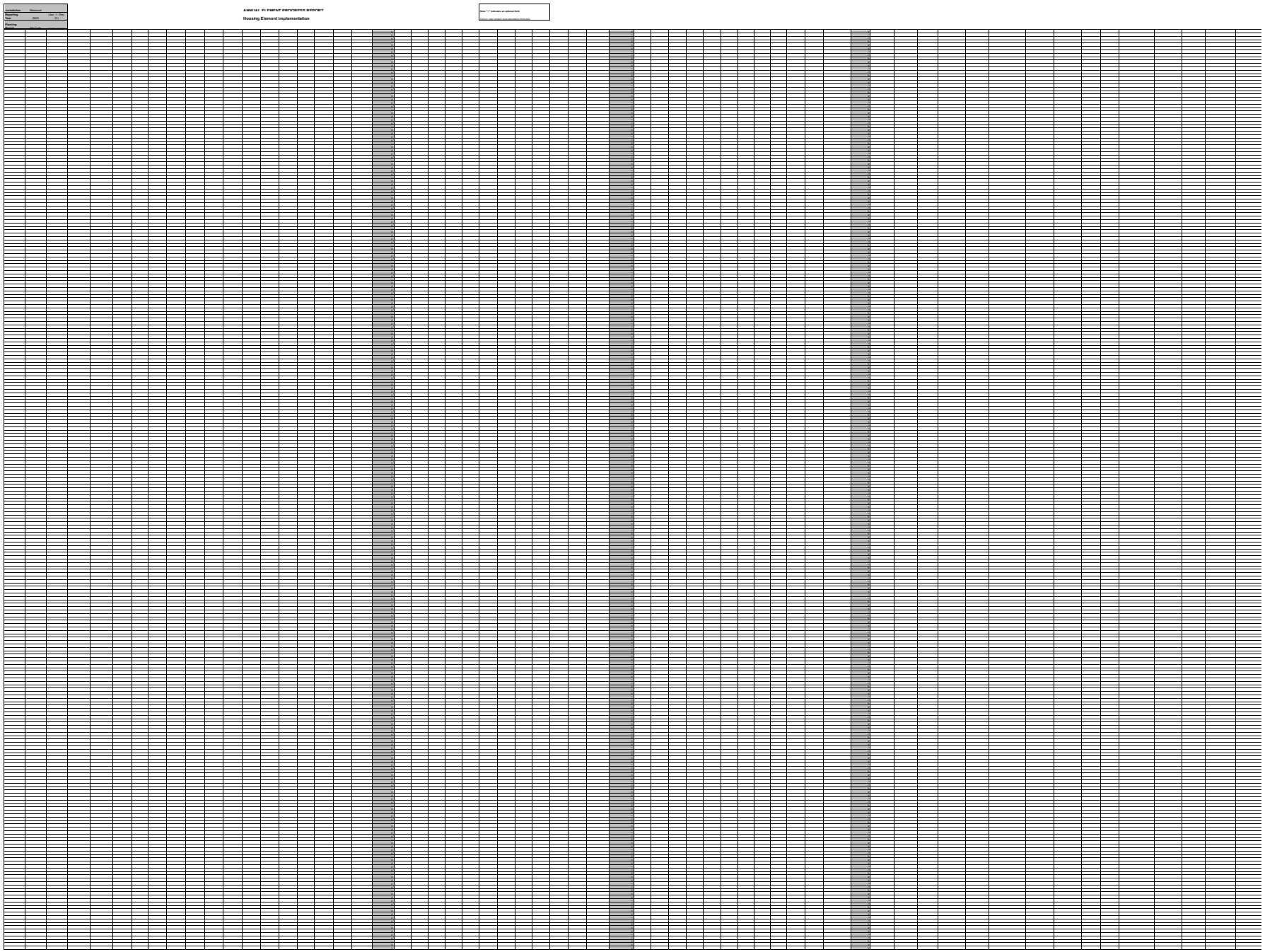
Note: "+" indicates an optional field

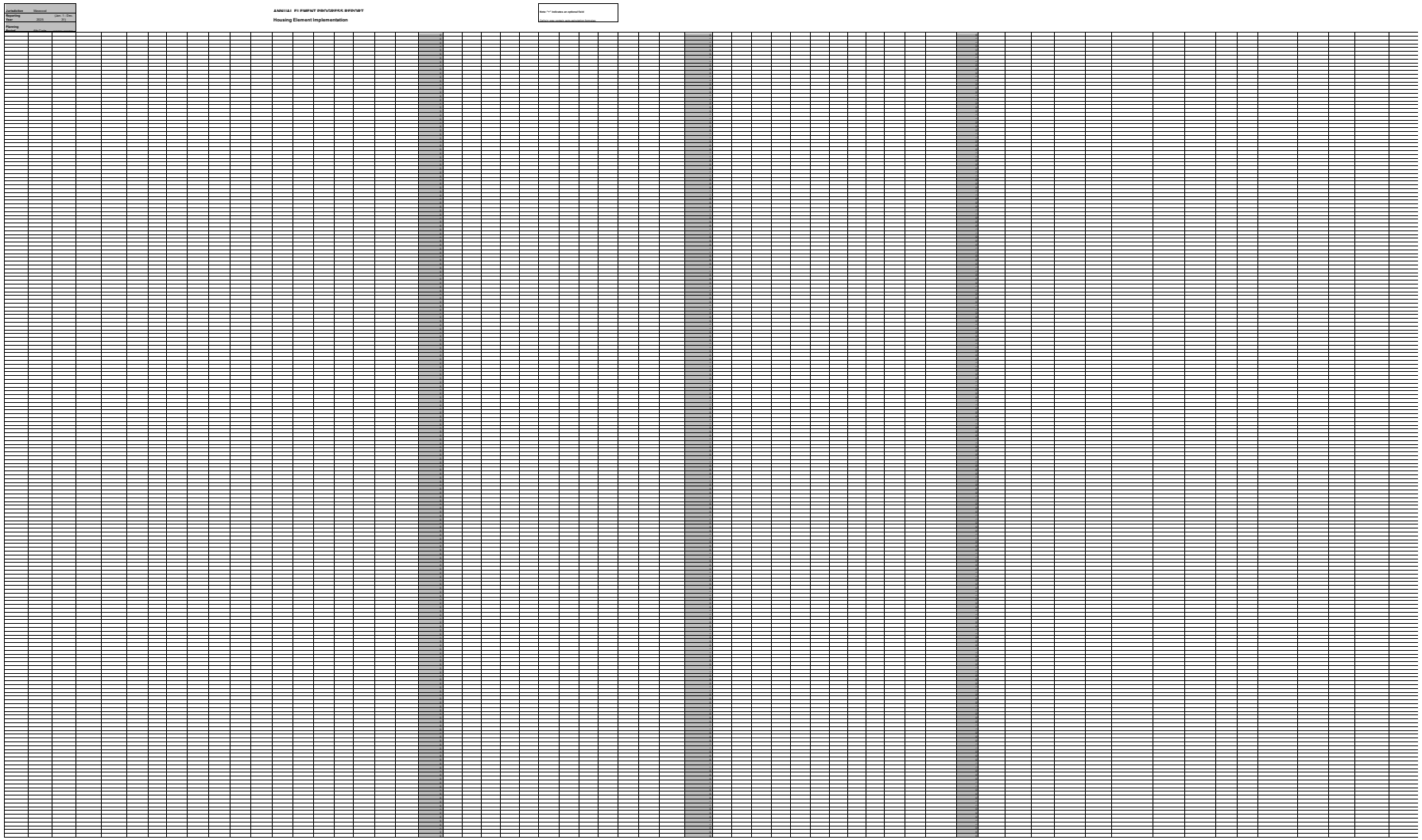
Cells in grey contain auto-calculated formulas

Table A2
Annual Building Activity Report Summary - New Construction, Entitled, Permits and Completed Units

| Project Identifier | | | | Unit Types | | Affordability by Household Incomes - Completed Entitlement | | | |







Jurisdiction	Maywood	
Reporting Year	2025	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	10/15/2021 - 10/15/2029

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

This table is auto-populated once you enter your jurisdiction name and current year data. Past year information comes from previous APRs.

Please contact HCD if your data is different than the material supplied here

Table B
Regional Housing Needs Allocation Progress
Permitted Units Issued by Affordability

		1	Projection Period	2									3	4
Income Level		**RHNA Allocation by Income Level**	**Projection Period - 06/30/2021-10/14/2021**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**Total Units to Date (all years)**	**Total Remaining RHNA by Income Level**
Acutely Low	Deed Restricted		-	-	-	-	-	-	-	-	-	-	-	
	Non-Deed Restricted		-	-	-	-	-	-	-	-	-	-		
Extremely Low	Deed Restricted		-	-	-	-	-	-	-	-	-	-	-	
	Non-Deed Restricted		-	-	-	-	-	-	-	-	-	-		
Very Low	Deed Restricted	55	-	-	-	-	-	-	-	-	-	-	-	55
	Non-Deed Restricted		-	-	-	-	-	-	-	-	-	-		
Low	Deed Restricted	47	-	-	-	-	-	-	-	-	-	-	-	47
	Non-Deed Restricted		-	-	-	-	-	-	-	-	-	-		
Moderate	Deed Restricted	55	-	-	-	-	-	-	-	-	-	-	-	55
	Non-Deed Restricted		-	-	-	-	-	-	-	-	-	-		
Above Moderate		208	-	-	-	2	15	-	-	-	-	-	17	191
Total RHNA		365												
Total Units			-	-	-	2	15	-	-	-	-	-	17	348

*For years prior to 2025, Acutely Low-Income units are reported within the Extremely Low-Income category

*For jurisdictions that received RHNA determinations for the current cycle prior to the passage of AB 3093 (September 19, 2024):
- You were not allocated Acutely Low-Income and Extremely Low-Income RHNA targets, therefore the allocations in Field 1 are listed as "0"
  - If you wish to set your own targets in these income categories for informational purposes, contact HCD staff at apr@hcd.ca.gov.
- All Acutely Low-Income and Extremely Low-Income units reported during the cycle are counted towards Very-Low Income RHNA progress

*For years prior to 2025, data on deed-restricted vs. non-deed restricted Extremely Low-Income units is approximated from whether the projects reported any deed-restricted Very Low-Income Units. If you wish to edit this historical data for accuracy or have any questions about the data, you may login to HCD's online APR system, or contact HCD staff at apr@hcd.ca.gov.

Please Note: Table B does not currently contain data from Table F or Table F2 for prior years. You may login to the APR system to see Table B that contains this data.

Please note: The APR form can only display data for one planning period. To view progress for a different planning period, you may login to HCD's online APR system, or contact HCD staff at apr@hcd.ca.gov.

Jurisdiction	Maywood	
Reporting Year	2025	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	10/15/2021 - 10/15/2029

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table C

Sites Identified or Rezoned to Accommodate Shortfall Housing Need and No Net-Loss Law

Project Identifier				Date of Rezone	RHNA Shortfall by Household Income Category				Rezone Type	Sites Description							
1				2	3				4	5	6	7	8		9	10	11
APN	Street Address	Project Name+	Local Jurisdiction Tracking ID+	Date of Rezone	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Rezone Type	Parcel Size (Acres)	General Plan Designation	Zoning	Minimum Density Allowed	Maximum Density Allowed	Realistic Capacity	Vacant/Nonvacant	Description of Existing Uses
Summary Row: Start Data Entry Below																	

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Jurisdiction	Maywood	
Reporting Year	2025	(Jan. 1 - Dec. 31)

Table D

Program Implementation Status pursuant to GC Section 65583

Housing Programs Progress Report

Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.

1	2	3	4	5	6	7	8	9
Name of Program	**Objective**	**Projected Completion Date in Housing Element**	**Applicable Cycle**	**Status of Program Implementation**	**Program Implementation Details**	**Quantified Outcomes: Category**	**Quantified Outcomes: Count**	**Supporting Documents**
Comprehensive Zoning Update	Prepare a comprehensive zoning review and update to modify or remove any requirements that constrain housing development, such as current parking requirements, PUD, design review and site plan review requirements. Replace parking and design requirements as needed to provide parking for new residents (depending on likely car ownership of new residents), and design standards appropriate to the location of the new housing development (e.g. major corridor/mixed use design to be different from an interior residential street). Include best-practice design standards for affordable housing in the zoning update.	10/27/2027	6th Cycle	Not Yet Started	Streamline requirements for affordable housing to facilitate development while protecting the public interest.	Meetings	1	None

Rental Registry Program (RRP) and Rent Stabilization Implementation	Establish and maintain a comprehensive rental housing registry to monitor rental units, ensure compliance with the City's Rent Stabilization Ordinance, support tenant protections, and provide accurate rental housing data for policy implementation and enforcement.	10/15/2029	6th Cycle	In Progress	The City implemented a Rental Registry Program requiring all rental property owners to register rental units annually through the City's online registry platform. The registry collects information including property ownership, number of rental units, tenancy status, and rent levels. The program supports administration of the City's Rent Stabilization Ordinance (Ord. No. 23-07) by enabling monitoring of allowable rent increases, identifying exempt units, facilitating tenant outreach, and supporting enforcement of tenant protections. The City continues outreach to property owners and tenants through direct mail, online resources, and bilingual educational materials.	Units	418	https://www.cityofmaywood.com/239/Housing-Division

Jurisdiction	Maywood	
Reporting Period	2025	(Jan. 1 - Dec. 31)
Planning	6th Cycle	10/15/2021 - 10/15/2029

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas

Table E
Commercial Development Bonus Approved pursuant to GC Section 65915.7

Project Identifier				Units Constructed as Part of Agreement				Description of Commercial Development Bonus	Commercial Development Bonus Date Approved
1				2				3	4
APN	Street Address	Project Name+	Local Jurisdiction Tracking ID+	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Description of Commercial Development Bonus	Commercial Development Bonus Date Approved
Summary Row: Start Data Entry Below									

Jurisdiction	Maywood	
Reporting Period	2025	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	10/15/2021 - 10/15/2029

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table F

Units Rehabilitated, Preserved and Acquired for Alternative Adequate Sites pursuant to Government Code section 65583.1(c)

Please note this table is optional: The jurisdiction can use this table to report units that have been substantially rehabilitated, converted from non-affordable to affordable by acquisition, and preserved, including mobilehome park preservation, consistent with the standards set forth in Government Code section 65583.1, subdivision (c). Please note, motel, hotel, hostel rooms or other structures that are converted from non-residential to residential units pursuant to Government Code section 65583.1(c)(1)(D) are considered net-new housing units and must be reported in Table A2 and not reported in Table F.

Activity Type	Units that Do Not Count Towards RHNA+ Listed for Informational Purposes Only				Units that Count Towards RHNA + Note - Because the statutory requirements severely limit what can be counted, please contact HCD at apr@hcd.ca.gov and we will unlock the form which enable you to populate these fields.				The description should adequately document how each unit complies with subsection (c) of Government Code Section 65583.1+. For detailed reporting requirements, see the chcklist here:
	Extremely Low-Income+	Very Low-Income+	Low-Income+	TOTAL UNITS+	Extremely Low-Income+	Very Low-Income+	Low-Income+	TOTAL UNITS+	https://www.hcd.ca.gov/community-development/docs/adequate-sites-checklist.pdf
Rehabilitation Activity									
Preservation of Units At-Risk									
Acquisition of Units									
Mobilehome Park Preservation									
Total Units by Income									

Jurisdiction	Maywood	
Reporting Period	2025	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	10/15/2021 - 10/15/2029

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table F2

Above Moderate Income Units Converted to Moderate Income Pursuant to Government Code section 65400.2

For up to 25 percent of a jurisdiction's moderate-income regional housing need allocation, the planning agency may include the number of units in an existing multifamily building that were converted to deed-restricted rental housing for moderate-income households by the imposition of affordability covenants and restrictions for the unit. Before adding information to this table, please ensure housing developments meet the requirements described in Government Code 65400.2(b).

Project Identifier					Unit Types		Affordability by Household Incomes After Conversion							Units credited toward Moderate Income RHNA		Notes
1					2	3	4							5		6
Prior APN+	Current APN	Street Address	Project Name+	Local Jurisdiction Tracking ID	Unit Category (2 to 4,5+)	Tenure R=Renter	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low- Income Deed Restricted	Low- Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Total Moderate Income Units Converted from Above Moderate	Date Converted	Notes
Summary Row: Start Data Entry Below							0	0	0	0	0	0	0	0		

Jurisdiction	Maywood	
Reporting Period	2025	(Jan. 1 - Dec. 31)
Period	6th Cycle	10/15/2021 - 10/15/2029

NOTE: This table must only be filled out if the housing element sites inventory contains a site which is or was owned by the reporting jurisdiction, and has been sold, leased, or otherwise disposed of during the reporting

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table G

Locally Owned Lands Included in the Housing Element Sites Inventory that have been sold, leased, or otherwise disposed of

Project Identifier						
1				2	3	4
APN	**Street Address**	**Project Name+**	**Local Jurisdiction Tracking ID+**	**Realistic Capacity Identified in the Housing Element**	**Entity to whom the site transferred**	**Intended Use for Site**
Summary Row: Start Data Entry Below						

Jurisdiction	Maywood	**NOTE: This table must contain an inventory of ALL surplus/excess lands the reporting jurisdiction owns**	Note: "+" indicates an optional field Cells in grey contain auto-calculation formulas
Reporting Period	2025 (Jan. 1 - Dec. 31)		

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Table H
Locally Owned Surplus Sites

Parcel Identifier				Designation	Size	Notes
1	2	3	4	5	6	7
APN	**Street Address/Intersection**	**Existing Use**	**Number of Units**	**Surplus Designation**	**Parcel Size (in acres)**	**Notes**
Summary Row: Start Data Entry Below						
6313-001-901	5102-5110 District Blvd	Vacant		Surplus Land	0.2664	City of Maywood had an existing Exclusive Negotiating Agreement with the Cesar Chavez Foundation for a 61 unit 100% affordable housing project.
6313-001-900	5102-5110 District Blvd	Vacant		Surplus Land	0.018	City of Maywood had an existing Exclusive Negotiating Agreement with the Cesar Chavez Foundation for a 61 unit 100% affordable housing project.
6313-001-902	5102-5110 District Blvd	Vacant		Surplus Land	0.2834	City of Maywood had an existing Exclusive Negotiating Agreement with the Cesar Chavez Foundation for a 61 unit 100% affordable housing project.
6313-001-902	4801 E. Slauson Avenue	Commercial		Surplus Land	0.3549	Existing 8888 sq ft building is vacant and plans develop it into a Teen Tech Center is in progress.

Jurisdiction	Maywood	
Reporting Period	2025	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	10/15/2021 - 10/15/2029

NOTE: STUDENT HOUSING WITH DENSITY BONUS ONLY. This table only needs to be completed if there were student housing projects WITH a density bonus approved pursuant to Government Code65915(b)(1)(F)

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

Note:
Cells in gre

Table J

Student housing development for lower income students for which was granted a density bonus pursuant to subparagraph (F) of paragraph (1) of subdivision (b) of Se

Project Identifier				Project Type	Date	Units (Beds/Student Capacity) Approved						
1				2	3	4						
APN	Street Address	Project Name+	Local Jurisdiction Tracking ID+	Unit Category (SH - Student Housing)	Date	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low- Income Deed Restricted	Low- Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income
Summary Row: Start Data Entry Below												

Jurisdiction	Maywood	
Reporting Period	2025	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	10/15/2021 - 10/15/2029

ANNUAL ELEMENT PROGRESS REPORT

Table K
Tenant Preference Policy

Local governments are required to inform HCD about any local tenant preference ordinance the local government maintains when the jurisdiction submits their annual progress report on housing approvals and production, per Government Code 7061 (SB 649, 2022, Cortese). Effective January 1, 2023, local governments adopting a tenant preference are required to create a webpage on their internet website containing authorizing local ordinance and supporting materials, no more than 90 days after the ordinance becomes operational.

Does the Jurisdiction have a local tenant preference policy?	Yes
If the jurisdiction has a local tenant preference policy, provide a link to the jurisdiction's webpage containing authorizing local ordinance and supporting materials.	https://www.cityofmaywood.com/239/Housing-Division
Notes	

Jurisdiction	Maywood		**NOTE: This table needs to be completed with any sites within your jurisdiction that were newly added to a National, State, or Local register of historic places within the reporting year. If none, leave blank.**
Reporting Period	2025	(Jan. 1 - Dec. 31)	

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Table L
Historical Resources

Parcel Identifier		Designation				Size	Notes
1		2				3	4
APN	**Street Address/Intersection**	**Date of Designation**	**Designation Level**	**Historic Site Period**	**Areas of Significance**	**Parcel Size (in acres)**	**Notes**
Summary Row:							

Jurisdiction	Maywood	
Reporting Year	2025	(Jan. 1 - Dec. 31)

ANNUAL ELEMENT PROGRESS REPORT
Local Early Action Planning (LEAP) Reporting
(CCR Title 25 §6202)

Please update the status of the proposed uses listed in the entity's application for funding and the corresponding impact on housing within the region or jurisdiction, as applicable, categorized based on the eligible uses specified in Section 50515.02 or 50515.03, as applicable.

Total Award Amount	$ -	*Total award amount is auto-populated based on amounts entered in rows 15-26.*

Task	$ Amount Awarded	$ Cumulative Reimbursement Requested	Task Status	Other Funding	Notes

Summary of entitlements, building permits, and certificates of occupancy (auto-populated from Table A2)

Completed Entitlement Issued by Affordability Summary

Income Level		Current Year
Acutely Low	Deed Restricted	0
	Non-Deed Restricted	0
Extremely Low	Deed Restricted	0
	Non-Deed Restricted	0
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	0
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	0
Above Moderate		0
Total Units		**0**

Building Permits Issued by Affordability Summary

Income Level		Current Year
Acutely Low	Deed Restricted	0
	Non-Deed Restricted	0
Extremely Low	Deed Restricted	0
	Non-Deed Restricted	0
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	0
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	0
Above Moderate		0
Total Units		**0**

Certificate of Occupancy Issued by Affordability Summary

Income Level		Current Year
Acutely Low	Deed Restricted	0
	Non-Deed Restricted	0
Extremely Low	Deed Restricted	0
	Non-Deed Restricted	0
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	0
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	0
Above Moderate		0
Total Units		**0**

GENERAL PLAN

ANNUAL PROGRESS REPORT

Presented by
Department of Building and Planning

MAYWOOD
SMALL CITY. WHERE OUR TRADITIONS MEET TOMORROW.

2025

CITY LEADERSHIP AND OFFICIALS

City Council

Dr. Heber Marquez
Mayor

Jaime Flores
Mayor Pro Tem

Mayra Aguiluz
Council Member

Eddie De La Riva
Council Member

Frank Garcia
Council Member

Planning Commission

Angelina Martinez
Chair

Diego Jimenez
Commissioner

Jean D. Olmedo
Commissioner

Raul Rodriguez
Commissioner

Vacant
Commissioner

Executive Team

Jennifer Vasquez
City Manager

Roxanne Diaz
City Attorney

Daisy Guerrero
Deputy Director of Building and Planning

Rimo Hanson
Director of Finance

Miguel Leon
Deputy City Clerk / ATCM

Nancy Rodriguez
Human Resources / Risk Manager

1924
Established

27
Employees

25,000+
Residents

3
Departments

INTRODUCTION | EXECUTIVE SUMMARY

The City of Maywood's 2025 General Plan Annual Progress Report is prepared by the Department of Building and Planning with input from various City Departments including Public Works, and Community Services. The report is intended to provide information on the measurable outcomes and actions associated with the implementation of the General Plan Elements.

The City of Maywood General Plan is a long-range policy document and a comprehensive collection of goals and policies related to a multitude of aspects of community life. The individual Elements (Circulation, Conservation, Economic Development, Environmental Justice, Housing, Land Use, Noise, Open Space, and Safety) of this General Plan contain policies and programs that will guide future development in the City.

California Government Code Section 65400 et seq. requires the City to annually review the General Plan. An annual report should be prepared for review and approval by the City Council [DG1] and forwarded to the Governor's Office of Planning and Research and the California Department of Housing and Community Development office. The 2025 General Plan Annual Progress Report will be reviewed by the City Council on March 25, 2026.

BACKGROUND INFORMATION

Maywood is a densely developed, predominately residential community that faces the challenge of preserving the character of its neighborhoods and business districts while accommodating growth in response to regional needs for new housing and jobs. Industrial uses in Maywood are primarily concentrated along the City's northern and western boundaries with pockets of industrial uses along the eastern border. Commercial uses are concentrated along the City's two main thoroughfares, Atlantic Boulevard and Slauson Avenue. The City of Maywood is one of California's smallest and most densely populated cities. The Census Bureau estimates that more than 25,000 people live in Maywood's 1.18 square miles (as of the 2020 US Census). Anecdotally, Maywood's population is likely much higher closer to 35,000.

Centrally located in the urbanized area of Los Angeles County, approximately eight miles southeast of Downtown Los Angeles, Maywood is south of an industrial district that includes Los Angeles's Boyle Heights neighborhood as well as industrial areas located in the cities of Vernon and Commerce. Maywood and other communities to the south, east, and west of Los Angeles have traditionally served as residential communities for those working in the nearby industrial areas. Maywood is surrounded by Vernon to the north, Commerce to the east, Bell to the South, and Huntington Park to the west. Along with its neighbors in Southeast Los Angeles County, Maywood is considered one of the "Gateway Communities." This moniker is due to their location between Los Angeles and Orange Counties.

Circulation Element

The City of Maywood adopted the Circulation Element in 2023 to guide the development of a safe, efficient, and multimodal transportation system that meets the needs of residents, businesses, and visitors. The Element addresses the City's circulation network, including streets, sidewalks, bicycle routes, and freeways, and supports various modes of travel such as walking, biking, transit, and driving. As one of the smallest and most densely developed communities in Los Angeles County, Maywood relies heavily on well-planned circulation to support mobility, public safety, and economic activity along key transportation corridors. No amendments to the Circulation Element were made in 2025.

→ IMPLEMENTATION

→ ONGOING CIP PROJECTS

- Highway Safety Improvements Cycle 11
- Randolph Bike Facility Improvement (From District Boulevard to LA River) (ATP Cycle 6)
- Slauson Avenue and Atlantic Boulevard Congestion Relief
- Pavement Marking and Striping Program
- Sidewalk Rehabilitation Project FY 24/25
- Pavement Rehabilitation Project FY 24/25 – (Various Streets)

→ NEW CIP PROJECTS

- Sidewalk Rehabilitation Project FY 25/26
- LA County Traffic Signal Synchronization Program (TSSP)
- Pavement Rehabilitation Project FY 25/26 Various Streets Citywide Storm Drain Catch Basin Improvements
- Citywide Americans with Disabilities Act Improvements
- Citywide Bus Shelter Improvements

Circulation Element Cont'd

COMPLETED CIP PROJECTS

Pavement Rehabilitation Project FY 2024/2025 – Various Streets (Street Project)
The City of Maywood completed the FY 2024/2025 Pavement Rehabilitation Project on August 27, 2025. The project included cold milling and asphalt overlay, slurry seal, installation of ADA-compliant curb ramps, and replacement of curbs, gutters, and sidewalks. Additional improvements included pavement striping and markings across various streets to enhance roadway conditions, safety, and accessibility.

Sidewalk Rehabilitation Project FY 2024/2025 – Various Streets (Street Project)
Completed on June 25, 2025, the FY 2024/2025 Sidewalk Rehabilitation Project addressed damaged pedestrian infrastructure throughout the City. Improvements included removal and replacement of sidewalks, curbs, gutters, curb ramps, driveway approaches, and adjacent asphalt pavement to improve pedestrian safety and accessibility.

ADA Transition Evaluation Plan – Citywide (Accessibility Project)
The City of Maywood completed its ADA Transition Evaluation Plan on June 25, 2025, in partnership with Bureau Veritas. The plan evaluated City facilities, parks, and sidewalks to identify accessibility barriers and develop improvements to ensure compliance with the Americans with Disabilities Act and improve access to public programs and services.

Conservation Element

The Conservation Element of the City of Maywood General Plan establishes policies to protect natural resources and promote environmental sustainability. It focuses on improving air quality, conserving water and energy, supporting urban greening, and reducing environmental impacts while guiding responsible development that protects public health and quality of life.

Environmental Sustainability and Community Quality of Life

The City of Maywood continued investing in projects that support environmental sustainability and enhance quality of life through park improvements, urban greening, and public space enhancements. Efforts included upgrades to neighborhood parks, tree planting, and landscaping that expand access to green space and support environmental benefits.

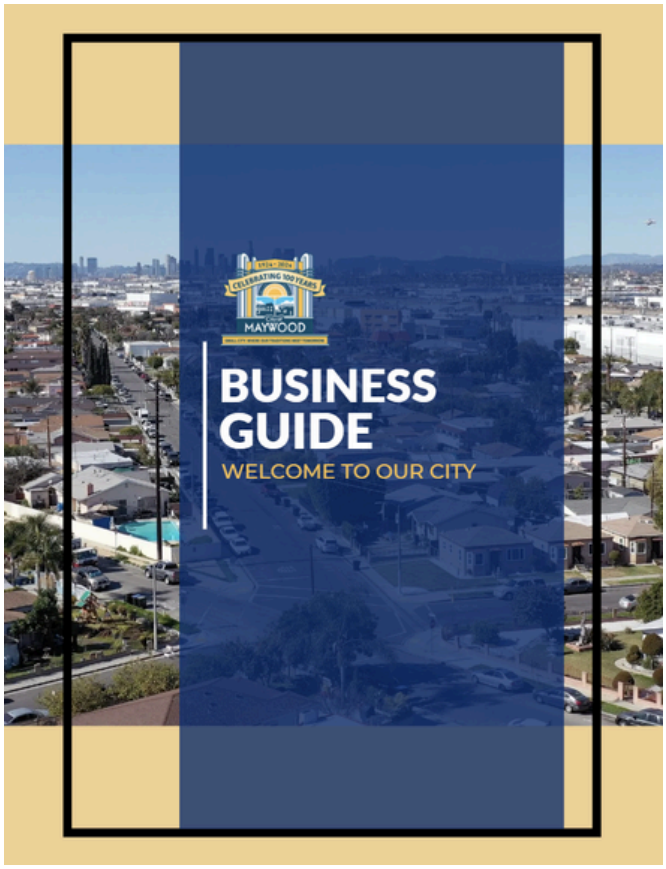
The City also advanced community beautification initiatives such as the Pixley Park Community Mural Project, Maywood Park Playground improvements, and fruit and tree giveaways during the City's Earth Day event. These efforts support the Conservation Element by enhancing public spaces, promoting environmental stewardship, and creating healthier environments for residents.

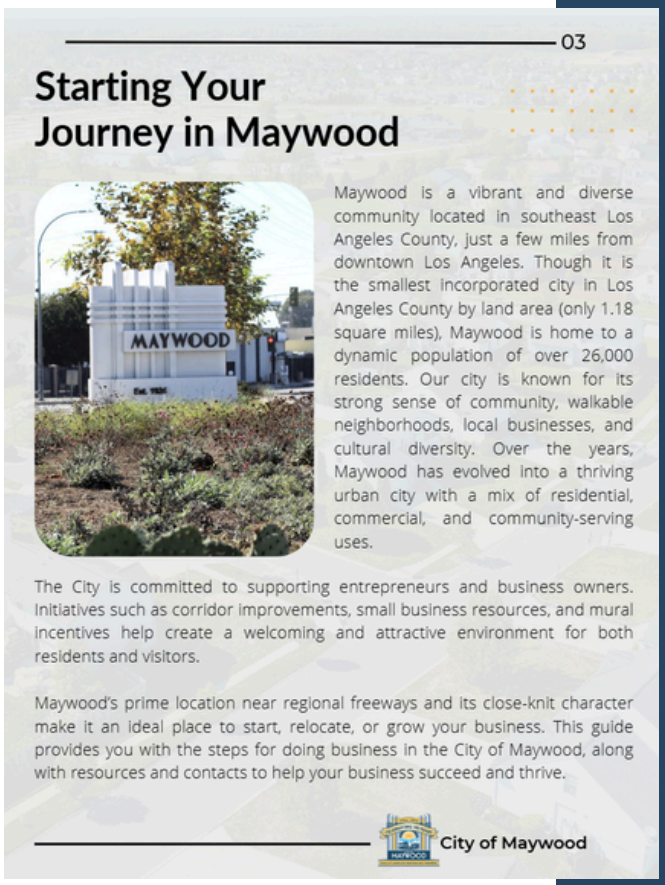
Regional, State, and Federal Environmental Coordination

The City of Maywood continues to coordinate with regional agencies, nonprofit partners, and state and federal programs to advance environmental and sustainability initiatives. These efforts include securing a U.S. Department of Energy (DOE) grant to support solar panel installation for the upcoming Teen Tech Center, helping align local projects with broader environmental and energy goals for the Southeast Los Angeles region.

Economic Development Element

The Economic Development Element for the City of Maywood General Plan is specifically concerned with the identification of a development strategy which will address development potentials that will broaden and stabilize the city's economic base. The goals and policies contained in this element have been formulated for the city so that it may utilize existing programs whenever possible and provide continuity with implemented policies of the previous general plan. No amendments were made in 2025.





Attract and Assist New Businesses in the City

In support of attracting and supporting new businesses, City staff-initiated development of the City's first Maywood Business Guide, a comprehensive resource intended to assist entrepreneurs and business owners with understanding permitting requirements, licensing procedures, and available City services. The guide provides clear information about development processes, regulatory requirements, and local opportunities, helping streamline the path for new businesses to establish operations in Maywood.

This initiative supports the Economic Development Element's objective of encouraging new investment and improving the City's business climate.

Environmental Justice Element

The Environmental Justice (EJ) Element was adopted in 2024. This is the City of Maywood's first Environmental Justice Element. The purpose of an EJ element is to address public health and other environmental issues for the vulnerable populations in EJ communities. These populations have long borne the brunt of inequitable policies. California Government Code Section 65040.12 works to minimize adverse effects of environmental hazards on populations most at risk of harm and create a healthy environment for all groups, again with a particular focus on improving health outcomes of disadvantaged populations. The purpose of EJ policies is to reduce impacts on populations experiencing adverse environmental affects, ensure equitable access to services and facilities, promote meaningful community engagement from those populations in municipal government and its decision-making process, and improve public health outcomes. No amendments were made in 2025.

→ IMPLEMENTATION

- Earth Day, 2025
- Urban Forestry Management Plan Investment and Canvassing, 2025
- Truck Calming and Truck Diversion Strategies, 2025

In partnership with the YMCA, the City Council approved the financial assistance for the development and creation of the following programs for Maywood residents:

- Monthly Food Bank, 2025
- Family Swim, 2025
- Swim Lessons, 2025
- Summer Day Camp, 2025
- Family Summer Camp, 2025
- Sport Programs, 2025
- Water Aerobics, 2025

Housing Element

The Housing Element was adopted in 2022. The Sixth Cycle (2021-2029) Housing Element incorporates the revised Regional Housing Needs Assessment (RHNA) formulated by the Southern California Association of Governments (SCAG) and outlines how the City plans to accommodate future housing demand identified for Maywood's RHNA. The RHNA developed in 2021 directs an additional 365 units of housing to be accommodated in the Sixth Cycle plan. In addition to identifying the ways that Maywood will accommodate the RHNA, it updates the data and housing needs used to evaluate and create Maywood's housing policies for the coming years. The Housing Element covers the planning period from January 1, 2021, through October 1, 2029. No amendments were made in 2025.

→ IMPLEMENTATION

Preserve and Maintain Existing Housing Stock

The City adopted Rent Stabilization Ordinance No. 23-07 (2023) and implemented the Rental Registry Program, which require registration of rental units and provide oversight of rental housing conditions. These programs support the preservation of existing housing, promote tenant stability, and help maintain the quality of the City's housing stock.

Encourage Development of New Housing Opportunities

The City continues to implement and review local development regulations to maintain consistency with state housing laws, including regulations related to Accessory Dwelling Units (ADUs) and other housing types permitted under state law. These efforts help facilitate additional housing opportunities and support the City's ability to meet its Regional Housing Needs Allocation (RHNA) requirements.

Housing Element Cont'd

Promote Housing Affordability and Accessibility

The City administers housing assistance initiatives such as the Permanent Local Housing Allocation (PLHA) Rental Assistance Program, which provides financial assistance to eligible households experiencing housing instability and supports housing affordability for low-income residents.

Improve Housing Quality and Neighborhood Conditions

The City supports efforts to maintain and improve housing conditions through Code Compliance inspections addressing property maintenance and municipal code violations. The City has also explored the development of a Home Improvement Rehabilitation Program intended to assist homeowners in maintaining and repairing aging housing units.

Encourage Housing Flexibility and Adaptive Reuse

The City continues implementing state ADU regulations and has explored the development of an ADU Amnesty Program intended to legalize previously unpermitted units while ensuring compliance with health and safety standards. These efforts help expand the City's housing supply while improving housing safety and compliance.

Address Homelessness and Housing Instability

The City coordinates with regional partners, including the Los Angeles Homeless Services Authority (LAHSA) and the Los Angeles County Homeless Initiative, to support outreach and services for individuals experiencing homelessness. The City also complies with state housing laws that allow supportive housing as a permitted residential use, helping remove regulatory barriers and support opportunities for housing that serve individuals experiencing homelessness.

Land Use Element

The Land Use Element was adopted in 2023. This Land Use Element supports the community's desire to retain and expand upon Maywood's unique and important features: its diverse residential neighborhoods, the potential of its commercial corridors, and the public facilities and services provided to the community. This Land Use Element describes long-range goals for the community's physical development, both in terms of land use type and intensity, as well as urban character and form. No amendments were made in 2025.

→ ONGOING CIP PROJECTS

- Teen Tech Center (4801 Slauson Avenue) – Rendon CA State Park Grant
- 52nd Place Sewer Replacement Project

→ NEW PROJECTS

- City Hall Charging Station

→ COMPLETED CIP PROJECT

- City Yard Fence Replacement - Completed on July 23, 2025
  - The City replaced the aging perimeter fence at the Public Works City Yard to improve site security, access control, and operational safety. The project included removing the deteriorated fence and installing new durable fencing to better protect City vehicles, equipment, and materials while supporting daily Public Works operations.
- City Hall Building Painting - Completed on June 25, 2025
  - Repainting the exterior of City Hall to protect building materials from weathering and improve the facility's overall appearance.
- City Hall Window Replacement - Completed on March 23, 2025
  - Replacing outdated City Hall windows with energy-efficient systems to improve insulation, reduce energy use, and enhance building comfort and performance.

Presented by

Department of Building and Planning

MAYWOOD

SMALL CITY. WHERE OUR TRADITIONS MEET TOMORROW.

2025

AGENDA REPORT
CITY OF MAYWOOD

AGENDA ITEM NO. 3.

DATE: March 17, 2026

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: DAISY GUERRERO, DEPUTY DIRECTORY OF BUILDING AND PLANNING

BY: GABRIEL GRAJEDA, ADMINISTRATIVE ANALYST

SUBJECT: PRESENTATION OF THE CITY'S URBAN FOREST MANAGEMENT PLAN AND CONSIDERATION OF RESOLUTION NO. PC 26-0479 RECOMMENDING ADOPTION OF THE PLAN AND ASSOCIATED CEQA DOCUMENTATION TO THE CITY COUNCIL

RECOMMENDATION:

Staff recommends that the Planning Commission adopt Resolution No. PC 26-0479 recommending that the City Council adopt the City of Maywood Urban Forest Management Plan and determine the appropriate CEQA determination.

BACKGROUND:
In July 2021, the City of Maywood submitted an "Urban Forest Management Activities Grant" application to the California Department of Forestry and Fire Protection (Cal Fire) and was awarded the grant in March 2022.

On September 14, 2022, the City Council authorized the approval of a Professional Services Agreement with non-profit Amigos De Los Rios to carry out the objectives of the Urban and Community Forestry Program Grant awarded to the City by Cal Fire. The grant objective had three main components:

1. The planting of 200 trees as a tree planting program;
2. Expansion of the City's greening education and stewardship through community engagement; and
3. Planning and development of the City's Urban Forest Management Plan (UFMP).

The final trees, totaling 200 plantings, were completed on February 28, 2026. All contractual community outreach and engagement activities have also been fulfilled.

The UFMP has been developed to establish a comprehensive, long-term strategy for managing Maywood's public trees and expanding the community's urban canopy. The UFMP formally articulates:

- An assessment of the existing tree conditions and canopy coverage.
- Environmental, ecological, and public health considerations.
- Benefits of a healthy urban forest and opportunities for growth.
- Goals, strategies, and implementation steps to guide long-term management.
- A tree species selection guide and relevant tree planting policies.

The UFMP supports and implements policies identified in the Safety Element of the City's General related to climate adaptation and hazard mitigation. Specifically, the UFMP addresses urban heat reduction strategies through tree-based mitigation efforts and canopy expansion.

This item is presented to the Planning Commission, as the UFMP will inform future development review, capital improvement planning, infrastructure projects, and long-term environmental sustainability initiatives.

DISCUSSION:
Purpose and Need: The City's urban forest is a critical public asset that contributes to environmental quality, climate resilience, and neighborhood livability. Without a formal management plan, tree maintenance and planting efforts occur on a reactive, project-by-project basis.

The UFMP establishes a structured and proactive approach that:

- Protects and enhances existing canopy.
- Prioritizes equitable distribution of shade and environmental benefits.
- Supports climate adaptation and heat mitigation strategies.
- Provides a foundation for grant funding and regional partnerships.

Implementation: UFMP provides a structured roadmap that guides the City’s approach to maintaining, planning, and expanding its urban forest.
The UFMP establishes:

- Predictable pruning cycles;
- Risk assessment procedures;
- Standards for tree health and safety;
- Species selection guidance emphasizing drought-tolerant and climate-resilient trees; and
- Integration of urban forestry considerations into capital projects and development review.

Trees are treated as essential public infrastructure assets rather than incidental landscape elements. Implementation will require coordination between Planning, Public Works, and other relevant Departments to ensure consistency across projects and programs.

The UFMP also supports long-term infrastructure planning by incorporating tree preservation and canopy expansion into roadway improvements, public facilities projects, and redevelopment opportunities.

Completion of Tree Planting Program: As required under the Cal Fire grant, the City successfully completed the planting of 200 trees in partnership with Amigos de Los Rios in February 2026. All trees were selected and planted in accordance with Cal Fire standards and specifications, including species that:

- Require lower maintenance;
- Are drought tolerant; and
- Contribute to higher rates of carbon sequestration.

This planting program represents an initial step in implementing the broader goals outlined in the UFMP.

Community Engagement: Over the course of the grant period, the City conducted multiple community outreach and engagement activities to promote stewardship and awareness of the urban forest. Education efforts included social media outreach, website updates, public presentations, and community planting events. These efforts were intended to:

- Increase public understanding of the benefits of urban trees;

- Encourage community participation and stewardship;
- Gather feedback on priorities and concerns; and
- Promote long-term support for canopy expansion efforts.

Summary of Community Engagement Activites:

No.	Community Event Name	Date
1	Trunk or Treat Event	10/27/2022
2	Community Tree Planting Event	12/17/2022
3	Community Tree Planting Event	3/11/2023
4	Community Tree Planting Event	3/14/2023
5	Earth Day Celebration	4/20/2024
6	Trunk or Treat Event	10/24/2024
7	City Council Presentation Update	3/26/2025
8	Earth Day Celebration	4/26/2025
9	Maywood School Principals Presentation	8/22/2025
10	Trunk or Treat Event	10/30/2025
11	Community Tree Planting Event	2/21/2026
12	Community Tree Planting Event	2/28/2026
13	Earth Day Celebration	4/22/2026

A public review period for the final draft UFMP began on February 23, 2026 and will conclude on March 19, 2026. The Plan has been made available on the City's website, social media platforms, the Connect Maywood app via GoGov notifications, and as a printed copy at the City Hall public counter. As of the preparation of this report, no public comments have been received.

Following completion of the public review period, staff will compile and address any public comments received and incorporate revisions into the final document, if necessary. The Urban Forest Management Plan (UFMP) may then be presented to the City Council for formal consideration and potential adoption. Upon adoption, the Plan will serve as a guiding policy document for urban forestry decisions, capital planning, development review, and future grant applications. The UFMP provides a clear and strategic framework for protecting, maintaining, and expanding Maywood's urban canopy. Through proactive planning, environmental equity considerations, and structured implementation strategies, the Plan advances the City's climate resilience, public health, and long-term sustainability goals. Receipt and filing of this report acknowledges completion of the Cal Fire grant objectives and establishes a foundation for continued urban forest stewardship in the City of Maywood.

LEGAL REVIEW:

This item has been reviewed in accordance with the California Environmental Quality Act (CEQA). The UFMP is a policy and planning document intended to guide future urban forestry activities, including tree planting, maintenance practices, and canopy expansion strategies. Adoption or discussion of the UFMP does not authorize or approve any specific construction, development activity, or ground-disturbing project.

Therefore, the proposed action is not considered a "project" pursuant to CEQA Guidelines Section 15378, as it constitutes organizational and administrative activities that will not result in a direct or reasonably foreseeable physical change in the environment. Any future projects or tree planting activities implemented under the Plan

will be evaluated for CEQA compliance, as appropriate, at the time such activities are proposed.

FISCAL IMPACT:

ATTACHMENT(S)

1. Attachment A - Urban Forest Management Plan
2. Attachment B - Resolution No. PC 26-0479

City of Maywood

Urban Forestry Management Plan 2026

Prepared by:

Amigos de los Rios
65 South Grand Ave
Pasadena, CA 91105

In grant support from:

Urban Forestry Management Plan

Developed in partnership with environmental advocates Amigos de los Ríos, the Urban Forest Management Plan serves to improve the long-term management and immediate care of the City of Maywood's urban forest. The plan is funded through a California Urban and Community Forestry Grant, by the California Department of Forestry and Fire Protection (CalFire) through the State's Greenhouse Gas Reduction Fund.

"This Urban Forest Management Plan builds on Maywood's dedication to conservation, thoughtful land use, and practical climate-resilience efforts. It strengthens our commitment to creating healthier neighborhoods, enhancing community spaces, and ensuring a sustainable future for all Maywood families."

- Jennifer Vasquez, City Manager

Acknowledgements

City of Maywood

Heber Marquez, Mayor
Jaime Flores, Mayor Pro Tem
Eddie de la Riva, Councilmember
Frank Garcia, Councilmember
Mayra Aguiluz, Councilmember
Jennifer Vasquez, City Manager
Jerry Gomez, Public Works Superintendent
Daisy Guerrero, Deputy Director of Building and Planning

Amigos de los Ríos

Claire Robinson, Founder and Managing Director
Marian Coensgen, Volunteer Event Manager
Abel de la Mora, PlanIt Geo Consultant
Sarah Pando, California Climate Action Corps Fellow
Mitra Saboury, California Climate Action Corps Fellow
Nurjannah Wiryadimejo, California Climate Action Corps Fellow
Charlotte Coco Greene, Data Science Fellow

Service and Community Engagement Partners

Southeast Rio Vista YMCA
Maywood Youth Commission
Maywood Mutual Water Co
Maywood Manor Co-Op Apartments

Utility Partner Companies

Southern California Edison
Southern California Gas Company
Tri City Mutual Water Company
Universal Waste Systems (UWS)

Consultants

West Coast Arborists

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Executive Summary

The City of Maywood's Urban Forestry Management Plan (UFMP) sets forth a clear and actionable strategy to strengthen and grow the City's urban forest for the next ten years. Trees act as essential natural infrastructure, providing shade, improving air quality, supporting public health, reducing extreme heat, and strengthening climate resilience.

Maywood's current citywide canopy coverage is 11%, below Los Angeles County's average of 16%, with the lowest coverage in communities facing the greatest public health and environmental challenges. In response, the UFMP establishes a goal to increase city-wide canopy coverage from 11% to 13% by 2035 through the planting and long-term care of approximately 2,000 new trees.

Implementation includes planting approximately 200 trees every year, ensuring proper species choice, planting, establishment, and maintenance over the long term to protect public safety and infrastructure.

Successful implementation relies on coordination across all City departments and strong community partnerships. The UFMP aligns with several elements of the City's General plan and will be supported through partnerships with Amigos de los Ríos, long-time non-profit partner with a mission to increase access to green infrastructure, and West Coast Arborists, the City's contracted arborists.

This Urban Forestry Management Plan represents a commitment to resilience, equity, and stewardship, ensuring that the benefits of a healthy and thriving urban forest reach residents that need it the most now, and for generations to come.

I. Introduction

Land Acknowledgment

The City of Maywood, as part of the Greater Los Angeles Area, is the ancestral and traditional homeland of the Fernandeño Tataviam Band of Mission Indians (Tataviam), Ventureño Chumash (Chumash), Gabrieleño Band of Mission Indians - Kizh (Kizh), Gabrielino -Tongva (Tongva), Tejon Indian Tribe (Kitanemuk), and San Manuel Band of Mission Indians (Serrano). These Tribes have maintained and continue their connection and relationship with these lands to this day.

Our Vision

The City of Maywood is planting seeds - literally and figuratively - for a greener, healthier future through its new Urban Forest Management Plan (UFMP). By growing the urban forest, the city envisions healthier residents, cooler neighborhoods, and public spaces that support community well-being, environmental resilience, and long-term sustainable solutions.

Purpose of the Plan

The urban forest of Maywood is a vital and distinctive asset for the city. The network of trees and greenery that weaves through public spaces, rights-of-ways, residential neighborhoods, parks and commercial areas supports environmental, social, and economic well-being, offering heat reduction, cleaner air, stormwater mitigation, habitat for local wildlife, and inviting communal spaces for connection and recreation.

The UFMP provides a structured roadmap for the long-term enhancement, stewardship, and protection of the urban forest. It presents an integrated framework of vision, goals, strategies, and actions—grounded in data, collaborative community input, and sustainable forestry best practices—to guide city decision-making and urban forestry operations. As a supporting implementation document to the City's General Plan, the UFMP advances key General Plan goals related to environmental sustainability, public health, climate resilience, and equitable access to green infrastructure. Through this alignment, the UFMP strengthens the health of both the City and the community that resides there.

As a gateway city, Maywood faces growing challenges associated with excessive urban heat, air pollution and equity concerns in tree distribution. As climate pressures intensify and urban conditions evolve, bolstering the city's tree canopy is critical to serve 24,000 people who call Maywood home. With 11% average tree canopy coverage and a population with an average $61,000 median household income, Maywood is considered a socially vulnerable community. Addressing the needs of this community needs to be done in an equitable way. Tree canopy should be prioritized in areas with populations that are the most vulnerable to heat events, bad air quality and other negative outcomes. This population includes young children, senior citizens over 65, persons with disabilities and the unhoused. This is easier said than done, as this equitable spread of trees is only possible with stable funding sources as well as policies and the City supporting this growth.

Maywood's current tree canopy averages at 11% and we seek to increase overall city wide tree canopy coverage from 11% to 13% by adding an additional 2,000 trees over the next ten years. This plan comes at a pivotal time, aiming to ensure that both current and future generations enjoy multiple benefits of a flourishing urban tree canopy. As climate pressures intensify and urban conditions evolve, growing the City's tree canopy is critical to serve its residents.

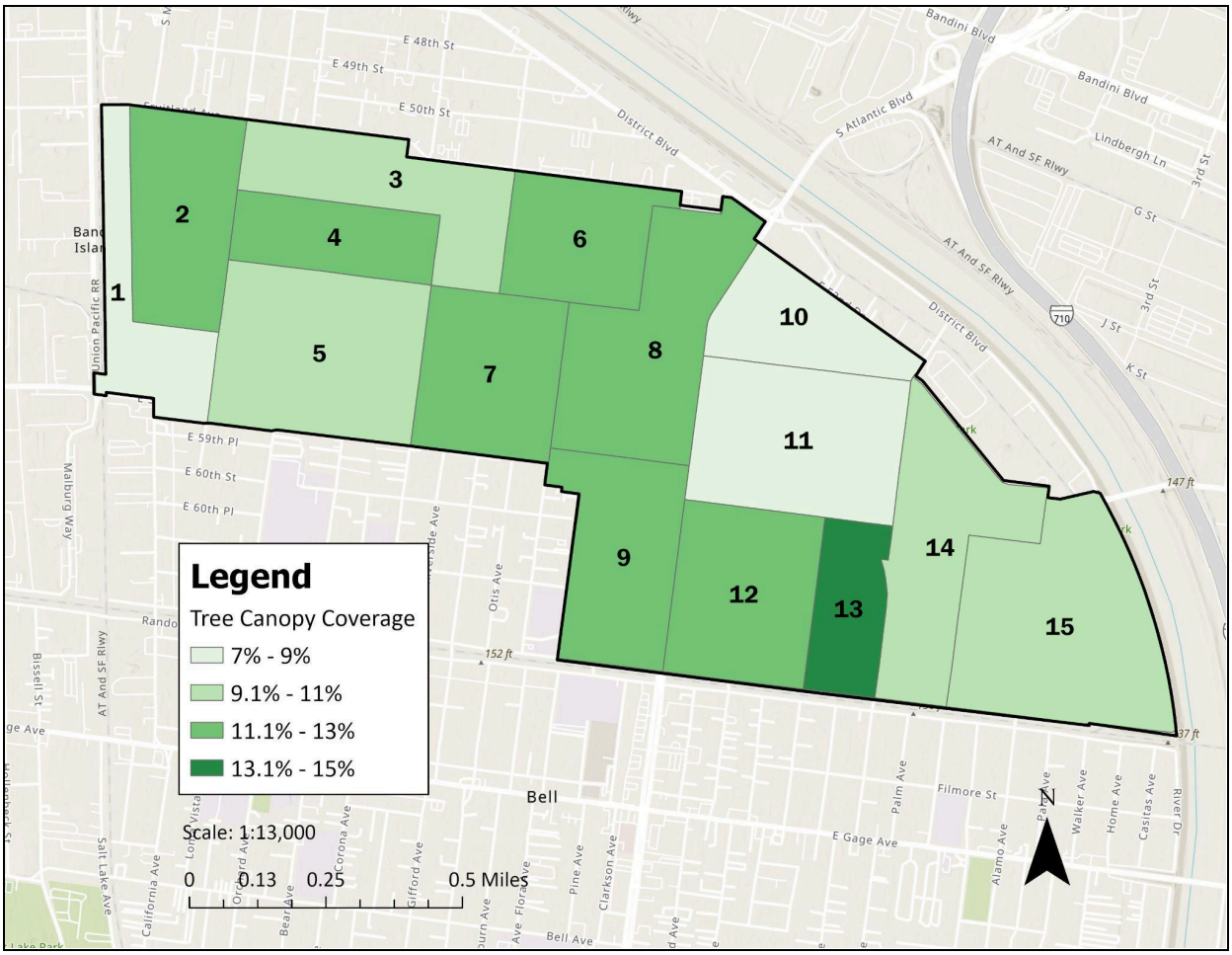


Figure 1: TreePlotter Canopy Data by Census Block Group (2022)P

Figure 1 illustrates the range of tree canopy coverage across the City of Maywood and highlights significant disparities in canopy distribution between different neighborhoods and land uses.

Process to Establish Urban Management Plan Canopy Goals

1. **Current Tree Canopy - Assessment and Baseline**
   Using TreePlotter's 2022 LiDAR data, a baseline assessment was completed to understand the current condition of the urban forest.
2. **Goals and Strategies - Mapping Potential Tree Opportunity Sites:**
   Opportunity sites were identified to prioritize public health benefits and environmental protection. The plan establishes a clear, community-focused framework to increase tree canopy coverage from 11% to 13%, supported by measurable goals, policies, tree planting, and long-term tree care. It also supports special projects such as the development of a Fruit Tree District, the beautification of civic spaces, and the expansion of green schools.
3. **Actionable Implementation Plan**:
   List a set of prioritized actions—ranging from immediate to long-term—outlines implementation steps, potential partners, community engagement and participation strategies, and assigned responsibilities for current staff and contractors.
4. **Monitoring & Adaptation**:
   Committing to regularly tracking progress, refining strategies, remaining responsive to evolving community needs, and strengthening community partnerships to ensure successful and equitable outcomes.

Maywood's UFMP is crafted to be dynamic and inclusive—integrating community input, aligning with general plan goals, and adapting over time to the City's ecological, cultural, and social priorities.

Implementing Maywood's General Plan

Growing the urban forest through strategic tree planting will support several elements of Maywood's General Plan, as outlined below. The UFMP functions as an implementation tool that translates General Plan goals and policies into actionable items, standards, and investments. Through data-driven identification of priority planting areas, establishment of canopy coverage targets, guidance on tree species selection, and coordinated tree planting, maintenance, and monitoring strategies, the UFMP advances General Plan objectives related to public health, environmental sustainability, climate resilience, equity, and community livability.

1. **Environmental Justice Element Goals:**

- Reduce exposure to pollution
- Promote public facilities such as the library and City Hall
- Promote food access
- Promote safe and sanitary home
- Promote physical activity
- Reduce unique or compound health risks not otherwise addressed
- Promote civic engagement in the public decision-making process

Planting trees will aid in addressing environmental justice issues affecting Maywood residents by helping to filter pollutants in the air and promote physical activity. Added shade and greenery will also help improve aesthetics and protect residents against heat-related risks. Moreover, the planting of fruit trees will increase food access for residents.

2. **Conservation Element Goals:**
    - "Provide a sensitive integration of natural and urban environments."
    - "Provide for the proper management of natural resources both in the city and region so that they may be protected for the benefit of present and future residents."
    - "Improving air and water quality in the region."

Planting native trees and shrubs will help improve air, water quality and biodiversity within the city. Best practice management of these trees will ensure the city is protected for the benefit of the present and future generations.

3. **Open Space Element Goals:**
    - "Continue to provide open space to improve the quality of the environment."
    - "Provide open space to meet the specific needs of the citizens of the City of Maywood."

Planting trees and growing the urban forest will help to improve the quality of the parks and open spaces in the city.

4. **Circulation Element Goals:**
    - "Facilitate access to public transportation that is safe and responsive to changing transit demands"

- "Provide for an extensive, integrated, and safe bicycle, and pedestrian network throughout the community, and make Maywood a pedestrian-friendly community"
- "Ensure that residents, workers, and visitors have increased access to emerging transportation options and further encourage alternative transportation."

Planting trees will add shade coverage along transit corridors, bus stops, sidewalks, future bike lanes thus enhancing shade, and beautifying areas for residents to walk, bike or utilize public transit.

To fully implement this UFMP, the City's Public Works and Building and Planning Departments, will also need to adopt or amend local landscape and tree requirements so staff can condition future projects. This includes adding minimum shade tree requirements for commercial parking lots, adding tree and screening requirements for industrial uses, and requiring replacement of removed palms with approved canopy species. These amendments will allow staff to cite the UFMP directly in plan check, staff reports, and conditions of approval.

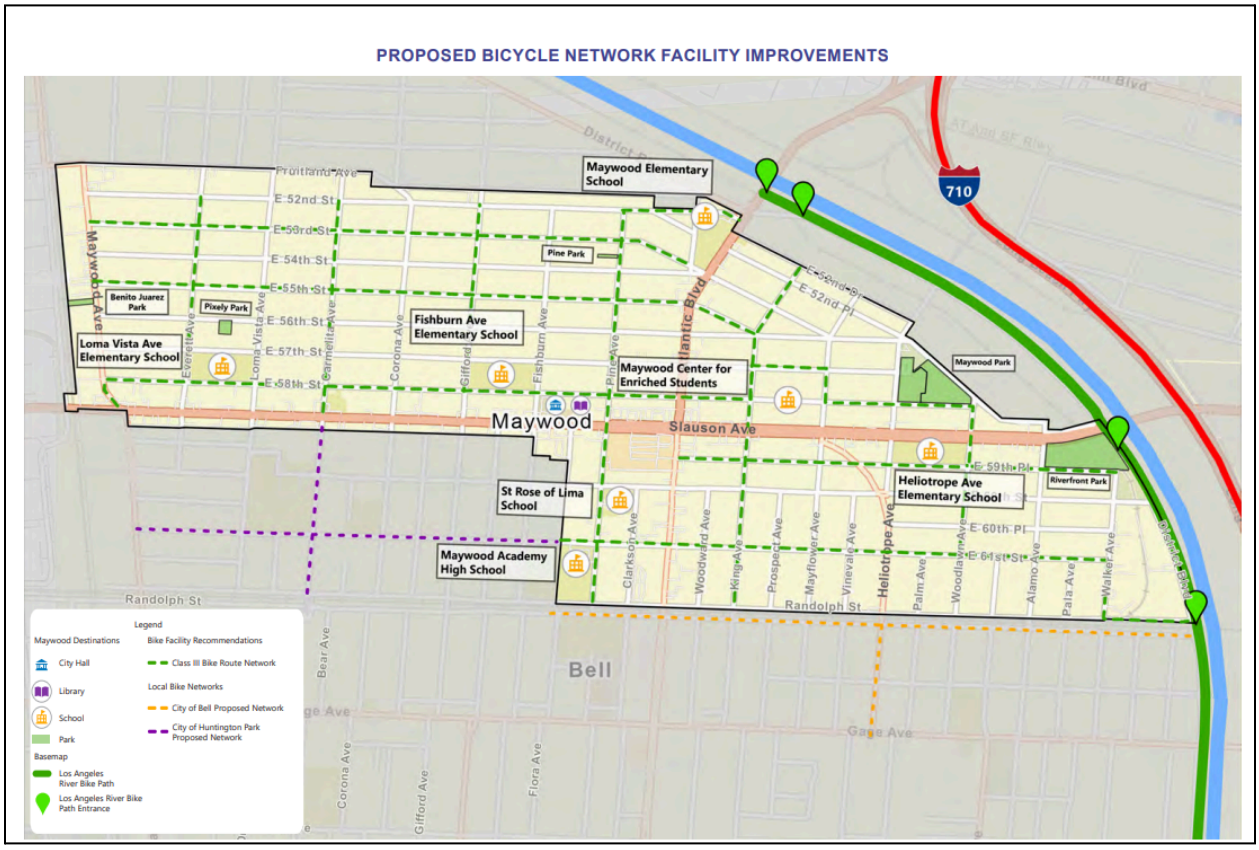


Figure 2: Proposed Roadway Facility Improvements (source: City of Maywood Active Transportation Plan)

Figure 2 shows the City of Maywood's proposed bicycle network and roadway facility improvements as identified in the 2023 Active Transportation Plan. The map highlights recommended bike routes (striped bike lanes) and local bike networks that improve connectivity across residential neighborhoods, schools, parks, and key community destinations. Proposed routes prioritize east–west and north–south connections, particularly along major roadway corridors such as Slauson Avenue, while linking to the surrounding cities of Bell and Huntington Park. The figure also shows access points to the Los Angeles River Bike Path, located along the eastern edge of the city. These proposed roadway improvements aim to enhance mobility, safety, and active transportation for residents by creating more accessible bicycle networks throughout the City. Moreover, the proposed corridors highlight opportunity sites for tree planting, which will aid in providing shade, reducing the urban heat island effect, improving cyclist and pedestrian comfort, and enhancing the overall streetscape.

5. **Economic Development Element Goals:**
    - "Encourage businesses to locate in Maywood."
    - "Promote Maywood's location in Southern California as an ideal place for businesses."

Planting trees will help attract more business and visitors to the city therefore, increasing economic activity.

Below is a summary of the applicable Elements of the City's General Plan that provide support for the UFMP in relation to landscaping and tree planting guidance:

Element Name	Scope of Element & Summary	Existing Landscaping and Tree Planting Policy
Conservation Element	*Focuses on the protection and maintenance of the state's natural resources. Maywood's natural resources are limited and as a result, there is little to conserve. The vegetation and wildlife species that exist in Maywood are for the most part supported by people. The goals and policies of this element pertaining to*	• **Landscaping and Vegetative Cover:** Policy 1.1 requires landscaping and vegetative cover for its own value and as wildlife habitat. • **Drought-Resistant Trees and Plants:** Policy 3.3 requires drought-resistant trees and plants for all new landscaping in commercial and industrial developments. • **Water-Saving Irrigation Systems**: Policy

	vegetation and wildlife establish new standards for landscaping or street median, parkways, and new development.	3.4 encourages water conservation in residential, commercial, and industrial developments through the use of water-saving irrigation systems
Circulation Element	*Outlines the City's transportation system, policies, and plans for improving multimodal circulation and addressing environmental justice. The document includes several landscape-related recommendations, primarily aimed as complimentary to pedestrian and bicycle safety improvements, enhancing city aesthetics, and addressing environmental concerns.*	• **The Complete Streets Policy (adopted by Resolution No. 6158):** ○ In the planning and implementing of street projects, the city will maintain sensitivity to local conditions. Street trees, landscaping, and planting strips are improvement elements that will be considered (Exhibit A). ○ Acknowledges that since 2021, the City has coordinated with local non-profit organizations to add street trees to areas of the city most affected by the urban heat island effect (pg. 4.17) ○ Includes a recommendation that new commercial development projects provide adequate bicycle and pedestrian facilities and amenities, such as street trees, landscaping, paving, benches, waste receptacles, and bicycle rack (pg. 4.18) • **Curb Extensions:** Landscaping elements may be considered in the extension of sidewalks (pg. 70). • **Public Utilities:** The City operates under a "dig once" policy for utility work, which encourages the addition of street trees and other landscaping treatments when roadways are disrupted for utility work (pg. 4.26)
Environmental Justice Element	*The document outlines the Environmental Justice Element of Maywood's General Plan Update, focusing on addressing public health and environmental issues for disadvantaged communities*	• **Environmental Justice Goal & Policies:** To reduce exposure to pollution the city has adopted a policy to continue and expand the City's tree planting program to maximize air quality improvements and urban heat island mitigation (pg. 4.25).

	in compliance with California's Senate Bill 1000.	
Housing Element	*The Housing Element of Maywood's General Plan outlines housing challenges, characteristics, and strategies for the community.*	• **General Recommendations:** The City encourages the use of drought-tolerant landscaping through the plan check process (pg. 3.123) • **Tree Planting**: ○ The City plans to prioritize tree plantings and streetscape improvement programs, particularly in lower-income neighborhoods, including the TCAC-designated area of high segregation and poverty (Census Tract 5334.02) (pg 3.133). ○ Tree planting is part of the Place-Based Neighborhood Improvements program, with annual tree planting initiatives starting in 2022 (pg. 3.132).
Land Use Element	*The document is an update of the Land Use Element of Maywood's General Plan, outlining goals, policies, and frameworks for managing land use and development in the city.*	• **Screening Requirements for Industrial Users:** The City will review and strengthen regulations for the establishment and operation of industrial uses to address parking, landscaping, screening of storage areas, and minimize nuisances such as smoke, noise, odors, and vibrations (pg. 39). • **City Aesthetics:** Community aesthetics apply to both private and public properties, particularly streetscape improvements**.** Enhancements may include street trees, undergrounding of utilities, street furniture, enhanced paving, signage, and lighting (pg. 41).
Safety Element	*Strategies to reduce risks from various hazards, including climate change, and improve community safety and resilience.*	• **Heat Mitigation Programs:** ○ To improve planning for, responding to, and recovering from hazards and disasters that affect Maywood, the City will mitigate the urban heat island effect using green infrastructure and low-impact development techniques,

		including completing the Urban Forestry Plan and increasing the tree canopy along Maywood's streets and in parks and other public spaces and prioritize planting native trees (pg. 3.22 and 4.25). ○ Efforts include the selection of trees that maximize shade while minimizing irrigation needs and selection of low-maintenance greening for park renovations (pg. 4.25).
Open Space Element	*Details goals, policies, and standards for managing and developing open space and recreational facilities within the urban environment.*	• **Street Trees & Landscaping (for Industrial and Commercial Use):** ○ Policy 1.2 states, "Improve the city image by planting and maintaining street trees." (pg. 4-2). ○ Policy 1.4 requires all commercial street perimeters must have a minimum 5-foot wide planting border, planted with trees not over 40 feet apart, and low shrubs and ground cover must be provided; and landscaped area must be a minimum of 2 percent of the total land area (pg. 4-7). ○ Policy 2.2 requires maintenance of existing landscaping plantings in commercial and industrial developments (pg. 4-3). • **Residential Landscaping:** Policy 1.7 requires all new residential developments to have permanent landscaping in the front setback area and at the entry side of buildings. This landscaping must include at least one 15-gallon size tree (pg. 4-2). • **General Landscaping Standards:** ○ Open Space Policy 2.1 requires all frontages, interior courts, open space areas, and boundary areas in all developments must be landscaped. • **Landscaping and Tree Requirements for**

		Commercial Parking Lots: Open Space Policy 1.3 requires landscaping in parking areas to include one 16-gallon size tree or greater for every 10 parking spaces, or one tree for every 20 parking spaces in a continuous double row (pg. 4-7).

Table 1: Summary of the Applicable Elements of the City's General Plan

II. Natural History and Ecological Contex

Natural History

The historical ecology of Maywood prior to urbanization consisted primarily of coastal sage scrub across inland areas and riparian habitats adjacent to the Los Angeles River. Coastal sage scrub communities are characterized by low- to medium-sized shrubs with semi-woody stems and shallow root systems. Common plant species historically found in these habitats include purple sage (Salvia leucophylla), California buckwheat (Eriogonum fasciculatum), black sage (Salvia mellifera), isocoma, golden yarrow (Eriophyllum confertiflorum), monkeyflower (Diplacus spp.), and California encelia (Encelia californica). Coastal sage scrub ecosystems support a diverse array of wildlife, including birds, reptiles, and other vertebrates, and provide critical habitat for sensitive species such as the endangered California gnatcatcher. Soils in these areas are typically sandy or derived from mudstone and shale, and vegetation is adapted to low annual rainfall and prolonged drought conditions.

Riparian forest habitats historically occurred along the Los Angeles River and associated waterways. These ecosystems consist of moderately sized shrubs, large-stature canopy trees, and a low-growing herbaceous understory. Common riparian shrubs include California wild grape (Vitis californica), California wild rose (Rosa californica), California blackberry (Rubus ursinus), elderberry (Sambucus spp.), and poison oak (Toxicodendron diversilobum). Dominant canopy trees historically included cottonwood (Populus spp.), California sycamore (Platanus racemosa), valley oak (Quercus lobata), white alder (Alnus rhombifolia), and Oregon ash (Fraxinus latifolia). These riparian systems supported high biodiversity, including numerous amphibian, reptile, and mammal species. Soils in riparian areas are typically moist and composed of coarse, gravelly, or rocky substrates, with vegetation adapted to deeper groundwater access through extensive root systems.

Image of California Elderberry, California Grape, California Wild Rose, California Blackberry (Images from Calscape and Calflora)

Climate Conditions and Future Considerations

Maywood experiences a Mediterranean climate characterized by warm, dry summers and cool, wet winters. Average summer temperatures reach approximately 84°F, while average winter temperatures are around 65°F. Annual precipitation averages approximately 14.7 inches. Understanding these climatic conditions is critical for informing tree species selection, irrigation planning, and long-term canopy management. Tree species selected for planting must be drought-tolerant while also capable of withstanding periodic cool and wet winter conditions.

Under future climate change scenarios, Maywood is expected to experience increased frequency and intensity of extreme heat events, prolonged drought conditions, and compounding climate impacts such as flooding and wildfire risk. These stressors will place additional pressure on the urban forest. Selecting tree species that are well adapted to both current and projected climate conditions is essential to establishing a resilient and healthy urban canopy. Appropriate species selection can reduce long-term watering demands, minimize maintenance needs, and lower susceptibility to pests and disease. Species recommendations provided later in the UFMP reflect these ecological and climate considerations.

III. Environmental Justice, Climate, and Public Health

Environmental justice, climate resiliency, and public health are interconnected issues that shape the quality of life for residents every day. Historic land use decisions, industrial activities, and disinvestment have resulted in disproportionate environmental burdens. These burdens include poor air quality, extreme heat, and limited access to green infrastructure. As climate change intensifies these challenges and makes addressing these inequities becomes increasingly critical. This section uses data-driven tools and spatial analysis to ensure the UFMP is responsive to the City's unique environmental and public health challenges.

Historic Redlining and Its Lasting Impacts in Maywood

Redlining was a policy established in 1935 by the United States Congress to assist Americans struggling to pay their mortgages during the Great Depression. The Congressional organization called the Homeowners' Loan Corporation (HOLC) guided mortgage lenders on the "desirability" of residential neighborhoods. This desirability was often based on the racial and ethnic minorities that made up an area. For example, communities that were seen as more "desirable" were given an "A" grading with the shade green while "risky and hazardous" areas were ranked as "C" or "D" with a yellow or red shading. Communities with a high racial and ethnic minority often received a "D" rating and were shaded in red on official HOLC desirability maps, thus where the term redlining began to form.

This redline grading affected the amount of financial support going into communities, and the opportunities available in these areas. With little federal funding, redlined neighborhoods experienced a lack in quality public infrastructure, economic mobility, educational opportunities and healthy green spaces.

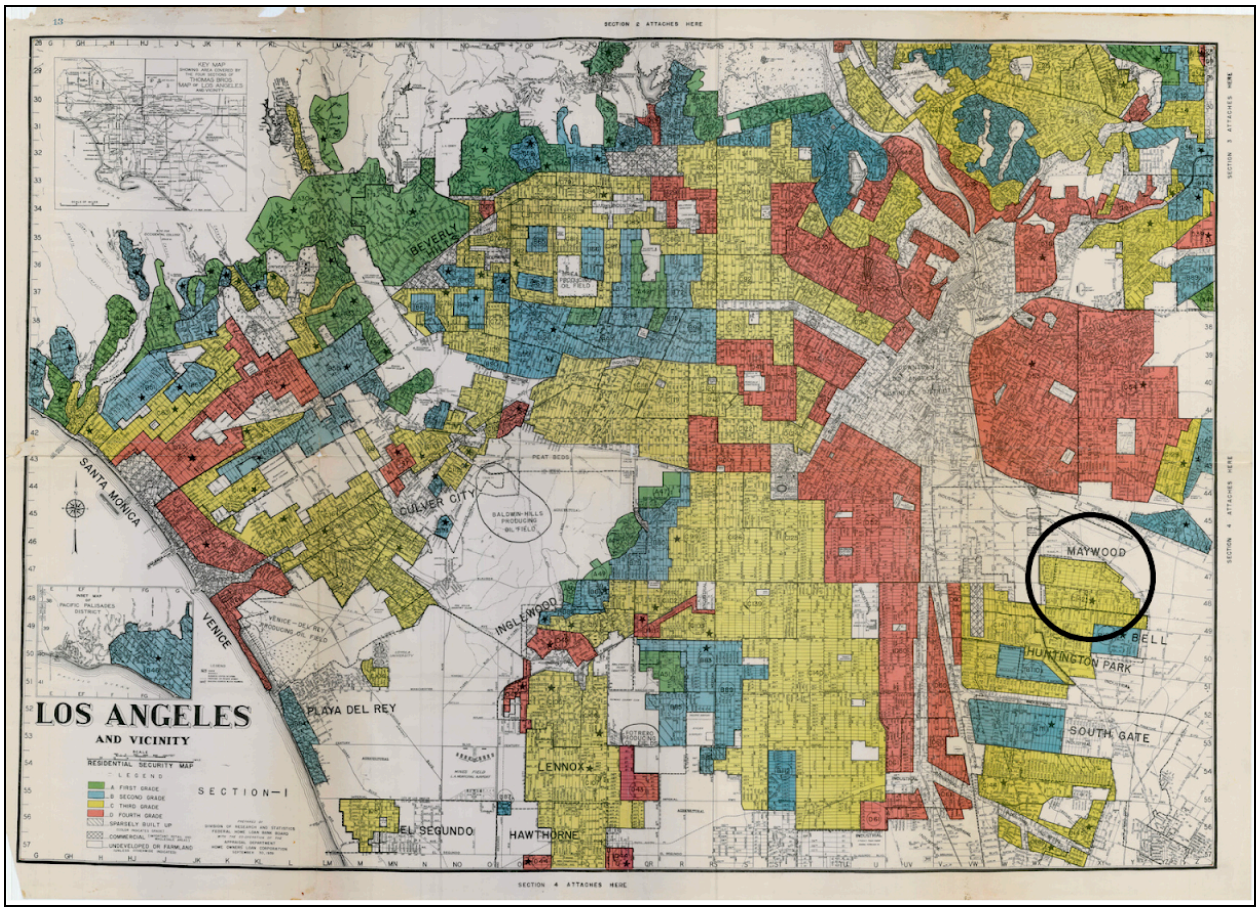


Figure 3: HOLC L.A. County Map

The effects of redlining can still be seen to this day. Figure 3 shows the HOLC grading of Los Angeles County and labels the City of Maywood and its surrounding areas as being labeled as industrial and "hazardous" with yellow shading. According to Census Data from 2020, currently over 97% of people in Maywood identify as Hispanic or Latino. With this, Maywood and its residents have struggled with air quality issues, environmental resources, soil quality and reduced access to tree canopy cover for decades. These impacts have only been exacerbated due to the city's proximity to the 710 freeway and main roads such as Slauson Avenue and Atlantic Boulevard bringing in car pollutants to the area.

Historically, Maywood was zoned as an industrial area. Over the years lead toxins from the Exide plant had leached into the soil of Maywood's surrounding residents homes and inhibited their access to clean planting soil. Tree planting was inhibited due to the high amount of soil pollutants which have now been remediated.

Historical Pollution Burdens and Legacy Impacts

Historically, the community has suffered from decades of pollution burden. This includes the impact of Ford Motor Company (1920-1971) and Chrysler Corporation auto assembly plants (1948-1957). These assembly plants left legacy emissions and waste impacts including volatile organic compounds and contaminated wastewater, which contributed to air and water pollution and public health impacts. The city was also exposed to toxins from the Exide Battery Plant, located in Maywood from 1922-2015. Poisonous dust emitted from their plant containing lead and arsenic has required extensive soil remediation in Maywood.

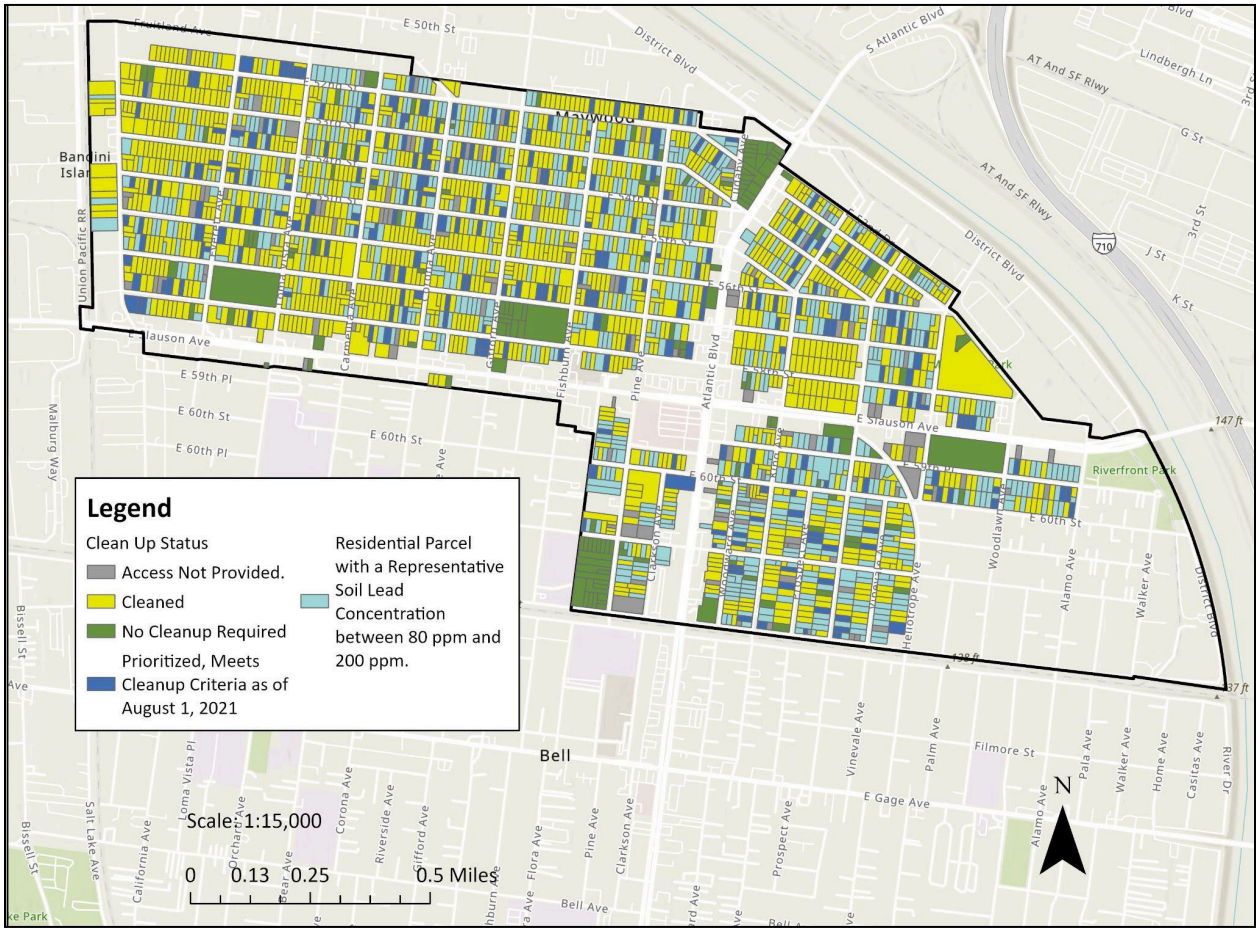


Figure 4: Exide Clean Up Map provided by the Department of Toxic Substances Control (Quarter 1 2026)

Figure 4 illustrates the Department of Toxic Substances Control's (DTSC) clean up progress throughout the City of Maywood impacted by Exide-related soil contamination as of January 2026. The map categorizes parcels by cleanup status, including properties that have been tested,

remediated, cleared, or remain under investigation. This visualization shows the disproportionate burden of environmental contamination experienced by Maywood's predominantly low-income and disadvantaged communities, where historic industrial pollution has resulted in long-term public health risks.

Maywood's Environmental and Public Health Challenges

The State of California database known as 'CalEnviroScreen 4.0 Indicator Map' (2021) stipulates the pollution burden the City is experiencing. The maps below display three key indicators: PM 2.5, toxic releases from facilities, and traffic impacts pollution. These indicators were chosen due to Maywood's proximity to the 710 freeway and their history with the Exide Battery Plant.

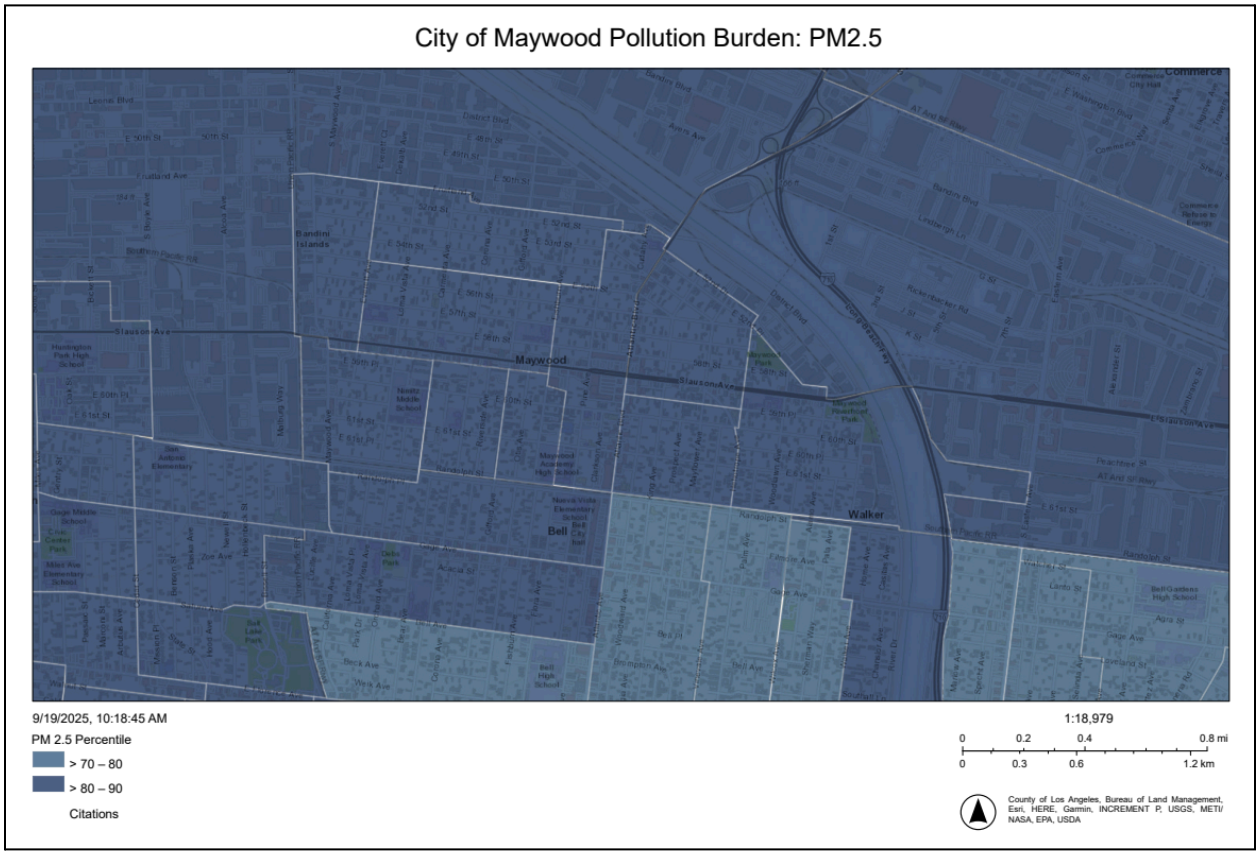


Figure 5: CalEnviroScreen 4.0 for the City of Maywood Pollution Burden PM2.5 (2021)

PM2.5, or fine particulate matter, are tiny airborne pollution particles that are 2.5 micrometers or smaller in diameter. These particles are a mix of substances such as metals, soot, dust, and chemicals. Due to their small size, PM2.5 can travel deep into the lungs and even enter the bloodstream, increasing the risk of heart and lung disease. Common sources are vehicle emissions,

industrial activity, and fires. Vulnerable groups include children, seniors, and individuals with asthma, chronic illness, or existing heart and lung conditions.

Figure 5 shows that Maywood falls within the 80th to 90th percentile for PM2.5 exposure burden statewide, indicating that the community faces a significantly high pollution burden.

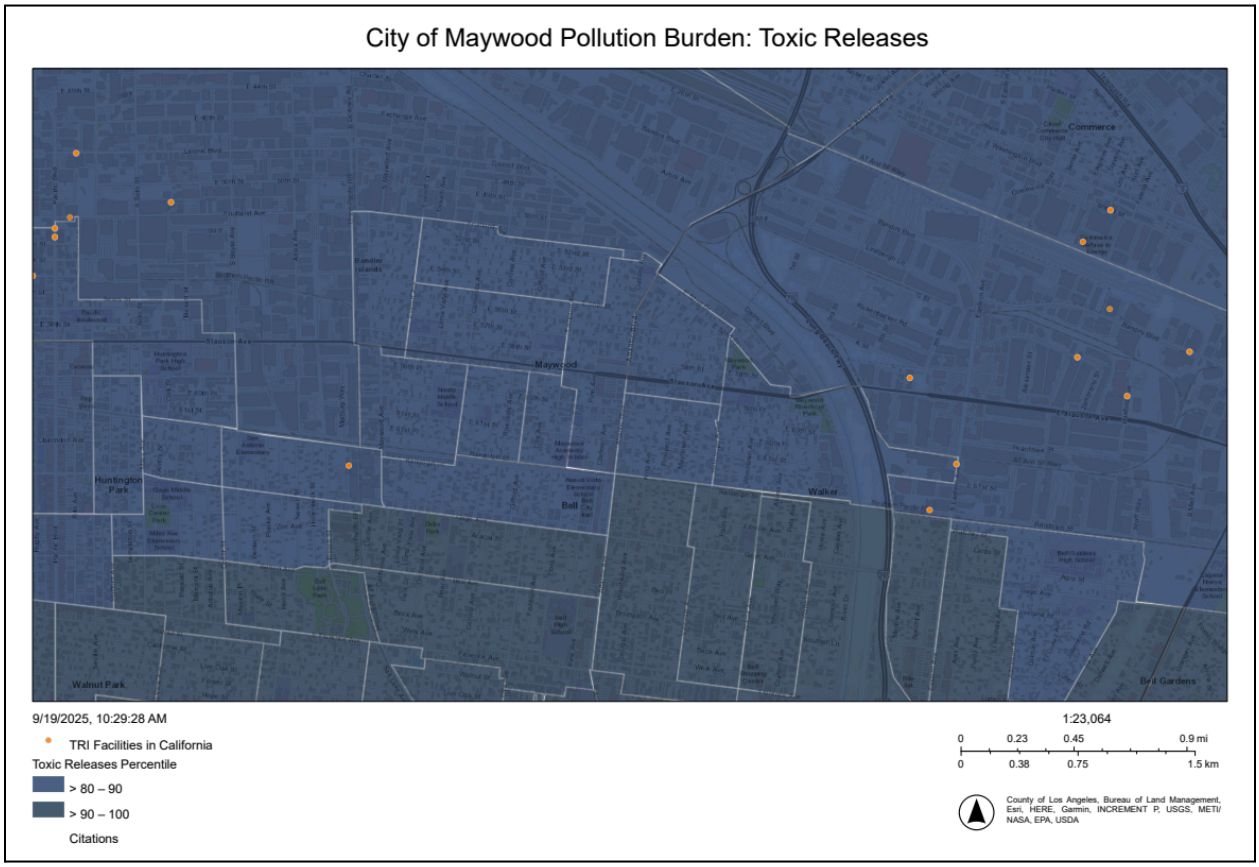


Figure 6: CalEnviroScreen 4.0 for the City of Maywood Pollution Burden Toxic Release (2021)

Toxic release refers to the emission of harmful chemicals from a facility. People residing near a facility may be exposed to contaminated air daily or if there is an accidental release.

Figure 6 illustrates that Maywood is in the 80th to 90th percentile pollution burden statewide due to toxic release from facilities suggesting that they are experiencing a high pollution burden from emissions from facilities.

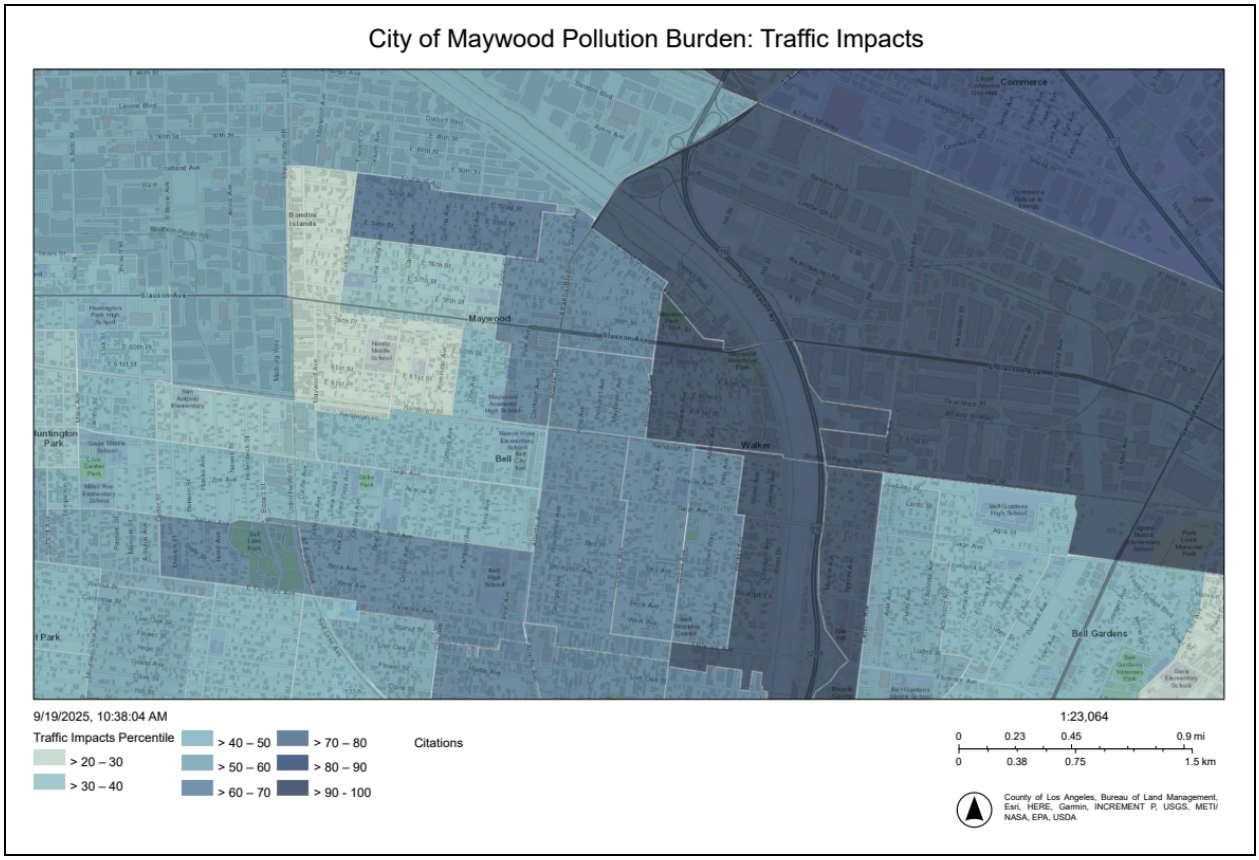


Figure 7: CalEnviroScreen 4.0 for the City of Maywood Pollution Burden Traffic Impacts (2021)

California has the largest freeway network in the country, and its cities are well known for heavy traffic. While the state enforces strict vehicle emission standards, cars and trucks remain the leading source of air pollution. Freeways place a heavy burden on nearby neighborhoods, exposing them to both pollution and noise.

Figure 7 shows the range of traffic pollution exposure across Maywood. The eastern section of the City is in the 90th to 100th percentile suggesting that residents living near the 710 freeway are experiencing a high pollution burden. Areas further from the freeway range from 20th to 60th percentile.

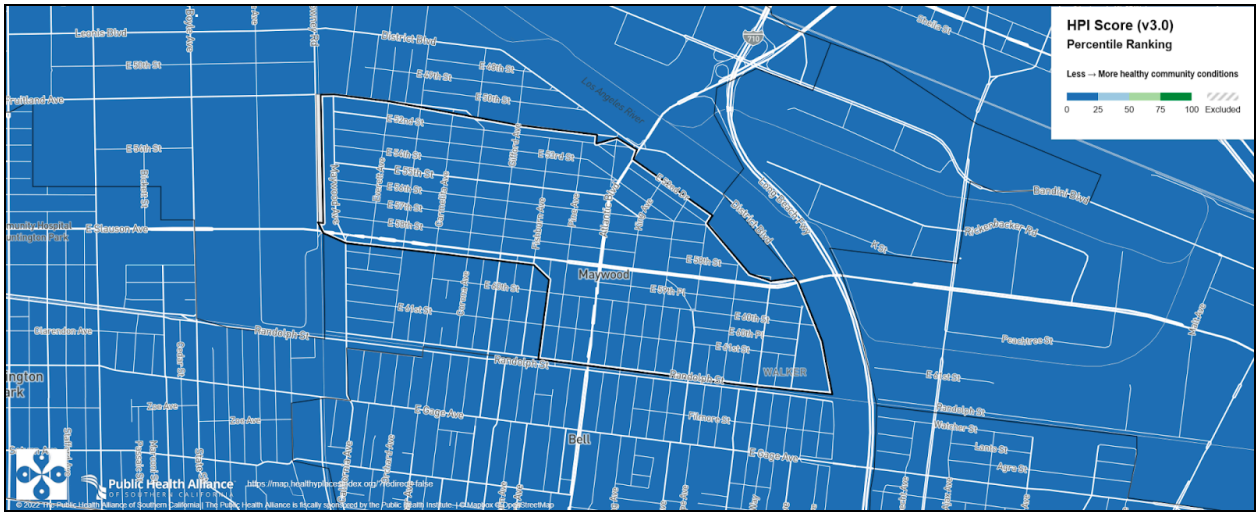


Figure 8: California Healthy Places Index for the City of Maywood

The Healthy Places Index (HPI) is a tool developed by the Public Health Alliance of Southern California to measure and visualize the relationship between place and health. It helps identify which communities in California experience the most health disadvantages and are in need of investment.

The HPI uses 25 indicators across eight key policy action areas such as education, housing, transportation, clean environment, and neighborhood conditions. These indicators are strongly linked to life expectancy and overall health outcomes. Some indicators include air quality, walkability, access to parks, housing stability, income, and job opportunities.

A community that has a lower score suggests that the area is facing structural disadvantages, environmental burdens, or underinvestment while a community with a higher score has more of the social, economic, and environmental conditions that support good health. The HPI average for Los Angeles County is 48.2% while the City of Maywood's is 15.6% suggesting that the city is experiencing less healthy conditions due to environmental burdens and underinvestment.

Climate Change and Extreme Heat Risks

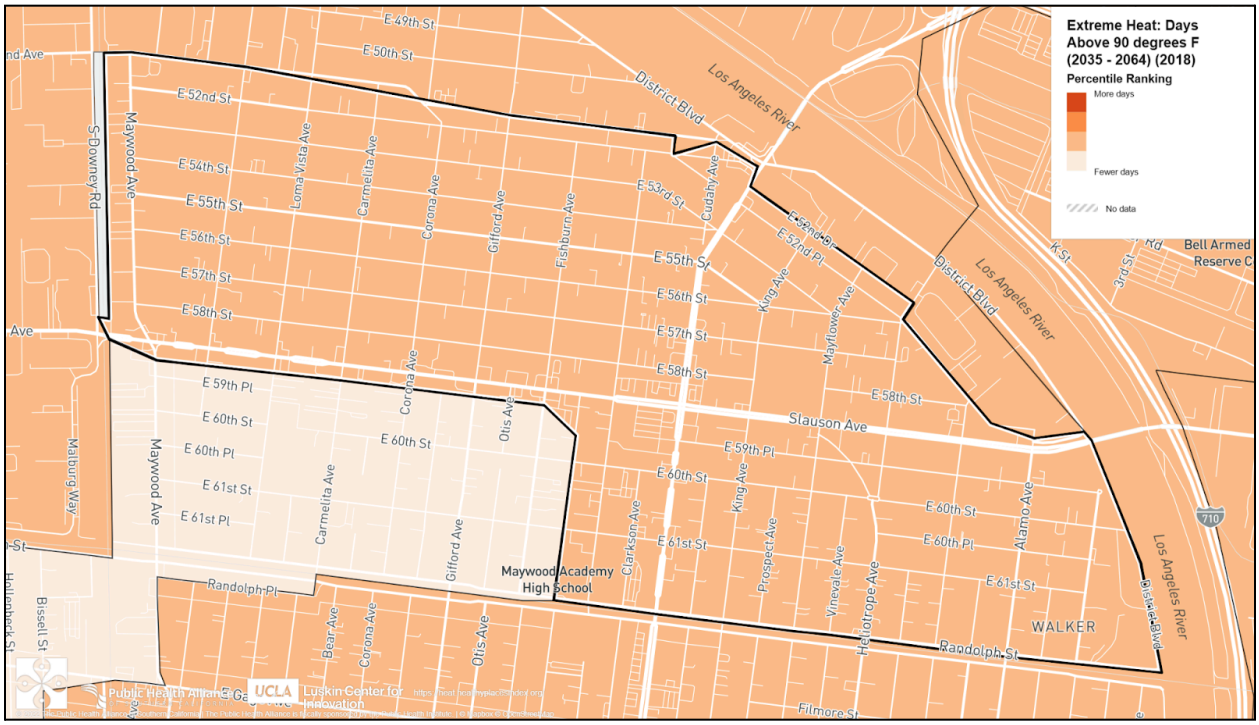


Figure 9: California Healthy Places Index: Extreme Heat Edition for City of Maywood

The California Healthy Places Index (HPI): Extreme Heat Edition, developed by the Public Health Alliance in collaboration with the UCLA Luskin Center for Innovation, offers data on projected heat exposure across the state of California. It also includes place-based indicators that assess community conditions as well as data on sensitive populations.

The number of extreme heat days above 90 degrees F between 2035 to 2064 is 77.2. The median value for the state is 79.9 days. Although Maywood is projected to experience fewer extreme heat days than the state average, addressing heat remains a priority to protect community health and safety amid the growing impacts of climate change. Extreme heat also has far-reaching effects on infrastructure, energy demand, wildfire risk and more. From a health perspective, it can lead to conditions such as heat exhaustion and heat stroke, while also triggering or worsening cardiovascular, respiratory, renal, and mental health illnesses.

IV. Urban Forestry Benefits

All trees within the City of Maywood collectively make up its urban forest. Expanding the urban forest is essential, as trees serve as vital natural infrastructure that enhances both the livability and resilience of cities. Trees provide a wide range of environmental, public health, and economic benefits.

Environmental Benefits

1. **Improving Air Quality**
    a. Urban forests filter our air by absorbing pollutants and releasing clean air. Pollutants include nitrogen oxides, ozone, carbon monoxide, dust, and smoke.
    b. Urban forests act as carbon sinks, helping to offset carbon dioxide and mitigate climate change.
2. **Stormwater Capture**
    a. Urban forests help prevent flooding by capturing stormwater through their root systems.
    b. Their root systems are capable of removing pollutants and slow water absorption into the soil.
3. **Supporting Biodiversity**
    a. Urban forests offer habitat for numerous species of mammals, insects, fungi, and plants.
4. **Climate Resiliency**
    a. Urban forests cool cities helping to mitigate the urban heat island effect.
    b. Trees are able to provide shade and release water vapor through a process called transpiration.
    c. Urban forests cool cities due to their ability to absorb greenhouse gases.

Public Health Benefits

1. **Improving Air Quality and Respiratory Health**

   a. Urban forests help filter pollutants from the air, resulting in cleaner, healthier air to breathe.

2. **Stress Reductions**
   a. Exposure to green spaces has been shown to improve mental health.
3. **Increased Physical Activity**
   a. Urban forests improve shade and outdoor comfort.. When people feel more inclined to go outside to walk, run, play, etc. they are healthier in the long run.
4. **Public Safety**
   a. Streets lined with trees are safe as they help to slow traffic by making the road appear as a street where people live rather than a freeway.
5. **Noise Pollution Reduction**
   a. Leaves, branches, and bark act as natural sound barrier absorbing sound.

Economic Benefits

1. **Boost Economic Value**
   a. Homes with significant tree coverage have a higher property value.
   b. Tree lined commercial spaces attract more business and visitors.

V. Current State of Maywood's Urban Forest

Citywide Tree Canopy Overview

The City of Maywood has an average tree canopy coverage of 11%, lower than Los Angeles County's average of 16%. Although Los Angeles has plans to expand its overall tree canopy countywide, it is especially important to focus efforts on areas, like Maywood, to strengthen and grow their urban forest.

Using TreePlotter's 2022 canopy data, Maywood's canopy coverage can be evaluated using two units of analysis: Census block groups and hexagons. Block groups are Census-defined geographic areas representing approximately 600–3,000 residents. While their varying sizes and shapes can

make direct comparisons complicated, they provide valuable insights by allowing canopy data to be directly linked with demographic information. This makes block groups particularly useful for assessing equity and identifying community needs. Hexagons are evenly sized grid cells that create an equal framework for spatial analysis. Hexagons enable more detailed canopy comparisons across the city and reveal greater detail in areas with higher canopy density, offering a clearer picture of distribution patterns.

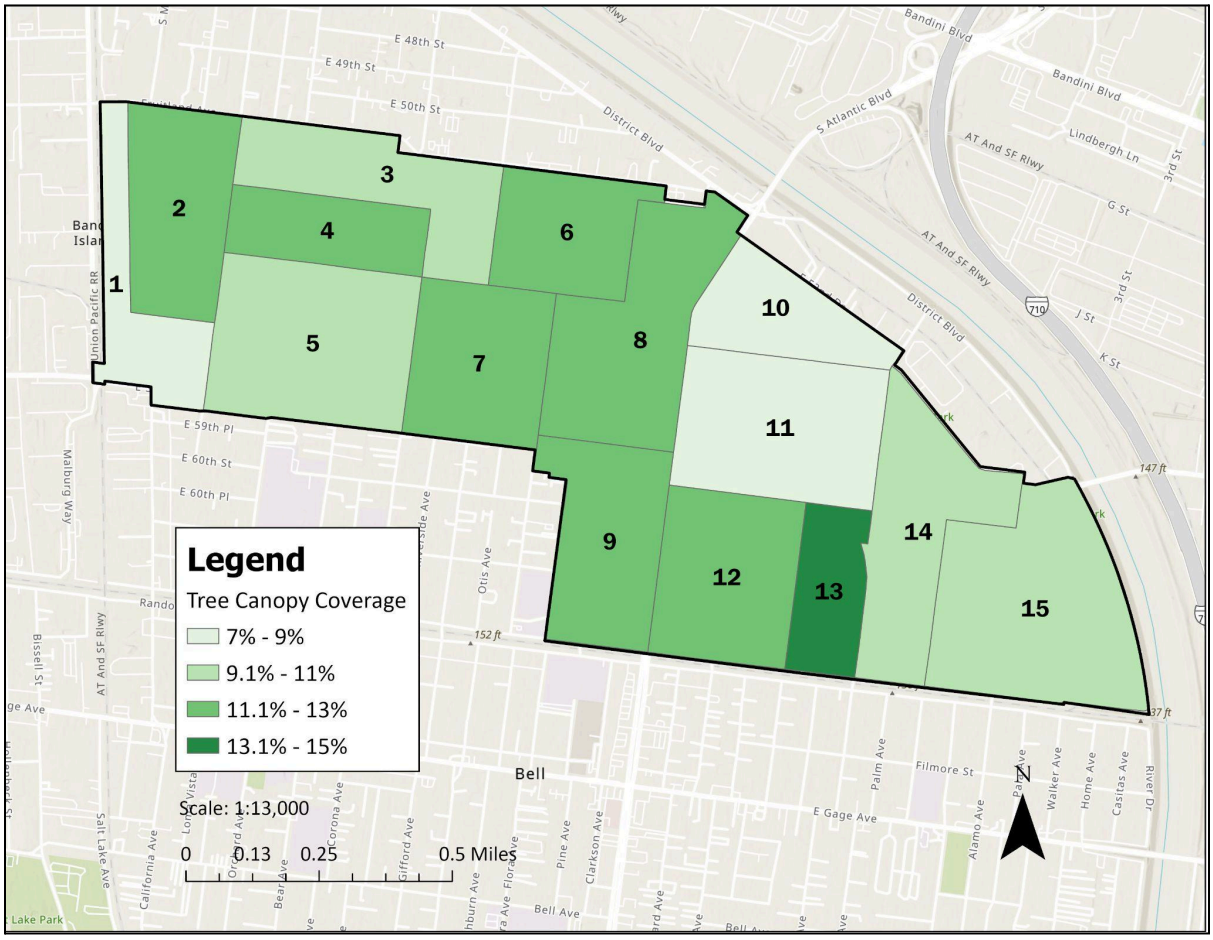


Figure 10: TreePlotter 2022 Canopy by Census Block Groups

Figure 10 shows tree canopy coverage by Census block group and ranges from approximately 7% to 15%. Block groups with a darker green color indicate a higher canopy coverage while block groups with a lighter green color have a lower canopy coverage. These disparities highlight which areas are of a higher priority for tree planting to help alleviate communities experiencing greater heat exposure, poor air quality, and limited access to public green infrastructure.

Breakdown of Tree Canopy by Census Block Group

Block Group	Canopy Coverage
13	14%
2	13%
6	13%
12	13%
4	12%
7	12%
8	11%
9	11%
15	11%
3	10%
5	10%
14	10%
10	9%
1	8%
11	7%

Table 2: Breakdown of tree canopy by block group

Table 2 ranks Census block groups from highest canopy coverage to lowest canopy converge. This again helps us to analyze priority areas during the planning and planting phase.

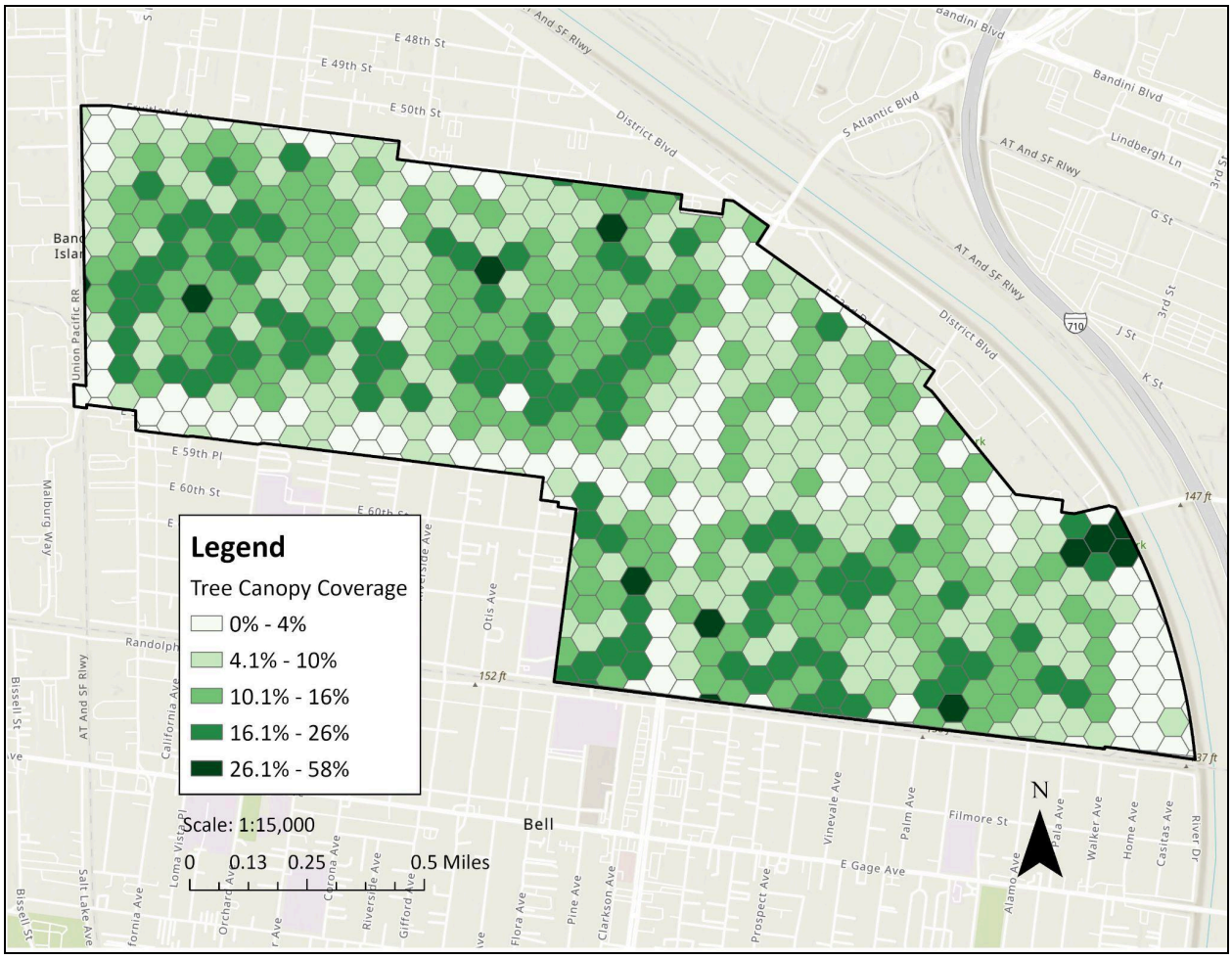


Figure 11: TreePlotter 2022 Canopy by Hexagons

Figure 11 shows canopy coverage but instead uses a hexagon grid to illustrate finer details. The legend indicates that canopy coverage at this scale ranges from 0% to 58%, with dark green hexagons representing a higher canopy coverage and lighter green hexagons having low canopy coverage. The dark green cluster to the east is Riverfront Park, an area filled with lush trees and mature canopy. Other dark green hexagons, which are primarily residential, highlight neighborhoods with high canopy coverage. These areas provide a valuable reference for identifying which species thrive in the City and understanding how we can better foster community stewardship.

Tree Canopy at School Campuses

We want to emphasize that increasing canopy coverage on school campuses where children, one of the community's most vulnerable groups, can benefit from added shade and greener spaces.

As shown in the table below, most schools have very low canopy coverage, leaving them especially vulnerable to extreme heat risks.

School	Total Enrollment on Campus	% Tree Canopy in Student Zones	% of Tree Canopy on Entire Property	Average % Students on Campus Who Qualify for Free/Reduced -priced Meals	Average % Tree Canopy in Student Zones Districtwide	Acreage
Maywood Academy High	1,044	5	8	96	10	9
Maywood Center for Enriched Studies	1,145	3	2	93	10	9.38
Maywood Elementary	460	3	3	95	10	3.43
Fishburn Ave Elementary	395	7	7	96	10	4.46
Heliotrope Ave Elementary	471	8	6	94	10	4.35
Loma Vista Elementary	538	13	12	96	10	4.22
Data Source: © 2024 Green Schoolyards America, greenschoolyards.org						

Table 3: Canopy data and demographics of schools in the City of Maywood

Table 3 ranks canopy coverage from lowest to highest and highlights the importance of prioritizing tree planting on school campuses, where canopy levels are often among the lowest and opportunities exist to benefit students and surrounding neighborhoods.

Citywide Tree Inventory

To gauge the city's tree canopy and current needs further, Amigos recorded every visible tree and its location. Although Amigos received data from West Coast Arborists (WCA), a two-year gap and

only public street trees being recorded required us to conduct our own city inventory. Our main goal was not to plot every single tree and their species, rather understand which areas have good coverage and which areas do not.

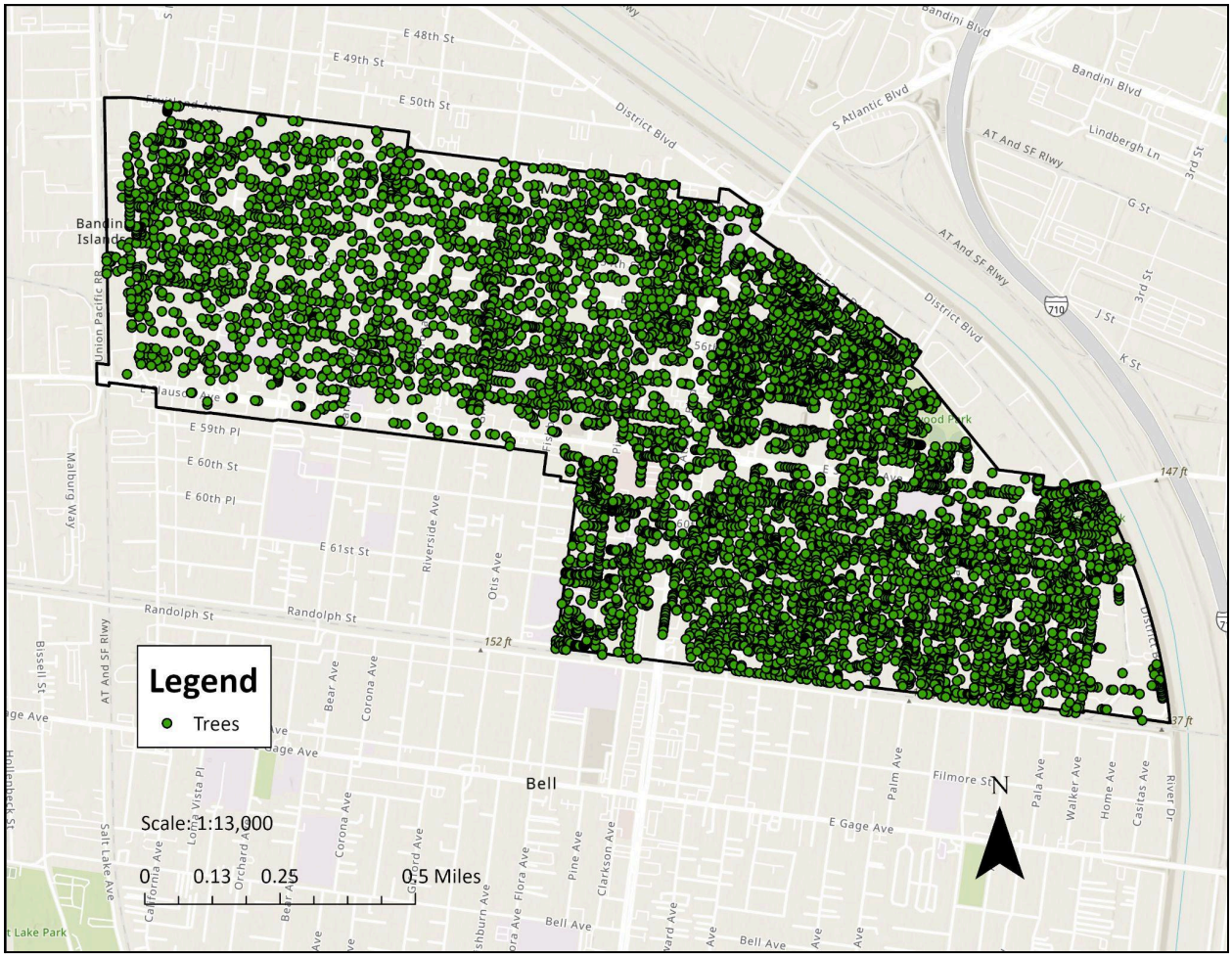


Figure 12: Tree inventory points

Figure 12 shows all visible trees throughout the City of Maywood, each point representing an individual tree. The map shows where trees are unevenly concentrated.

After surveying the whole city, we recorded approximately 8,000 trees as of August 2025. This is an additional 6,000 trees compared to WCA's data. Here are some important notes:

1. Palm trees were counted as trees although they offer very little canopy coverage.
2. Fruit trees were counted.
3. Shrubs shaped and on the larger size were counted as trees.

Additionally, every visible tree in the City was also categorized by its location. The location of a tree was categorized into one of seven jurisdictions:

1. **Street Tree**
    a. Trees located in the public right-of-way. This does not include trees planted in medians. Median trees have their own category.
2. **Residential or Private Tree**
    a. Trees located in residents' property. This includes front and backyards.
3. **School Tree**
    a. Trees located on a school campus. This does not include trees located on the sidewalk on the same block of a school. Instead it would be recorded as a street tree.
4. **Commercial Tree**
    a. Trees located on businesses' or public services' properties.
5. **Park Tree**
    a. Trees located within a public park space.
6. **Median Tree**
    a. Trees located within a street median.
7. **Industrial Tree**
    a. Trees located within industrial zones.
8. **Civic Spaces**
    a. Trees located in spaces such as City Hall, Maywood Cesar Chavez Library, and Maywood YMCA, Public Works Yard, Maywood Boxing Gym, and the future Teen Center.

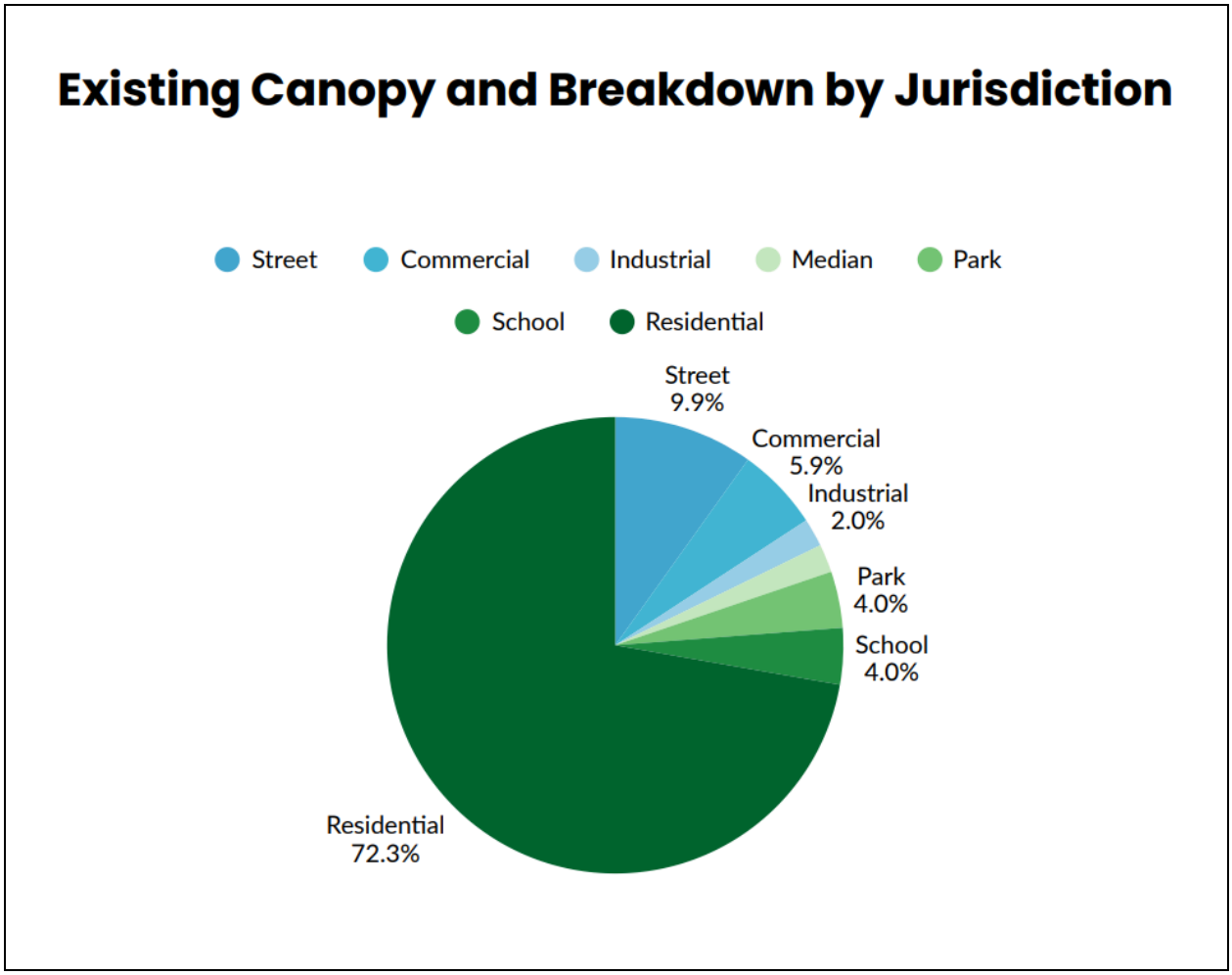


Figure 13: Percentage of Trees in 7 Jurisdictions using TreePlotter Data

Figure 13 shows the breakdown of existing trees by their jurisdiction. From the data we collected, we observed most trees in Maywood to be private or residential trees and the least amount of trees to be industrial and median trees. With the majority of the urban tree canopy being made up of residential trees it is crucial that we support and educate residents about the importance of their role in maintaining and growing their community's canopy.

VI. Opportunity to Grow

Potential Planting Sites Citywide

Approximately 2,300 potential planting sites were identified throughout the City of Maywood. For each proposed site, jurisdiction was documented and an assessment was made to determine

whether a tree well cut would be required. High-traffic corridors such as Slauson Avenue and Atlantic Boulevard were identified as priority areas due to their low existing canopy coverage. However, these corridors lack parkway strips suitable for planting, requiring the City to make appropriate pavement cuts to accommodate new trees.

No trees were recorded within parks and medians as part of this assessment; however, Amigos plans to conduct additional site evaluations to identify opportunities for tree planting in these areas.

Parameters used for identifying potential planting sites were determined by referring to the City of Los Angeles Department of Public Works Urban Forestry Division's planting guideline and Americans with Disabilities Act (ADA) guidelines.

In order to place a proposed planting point:

1. The sidewalk must be 10ft wide to place a tree with a 5ft clearance.
2. Trees must be 20ft apart from other existing trees.
3. Trees must be 20ft from electrical poles and street lights.
4. Trees must be 8ft from a driveway apron.
5. Trees must be at least 25ft from an intersection.
6. Trees must be 10ft from a fire hydrant.
7. Trees must be 10ft from structures.

All proposed sites were made using TreePlotter's aerial view image. It is important to note that these sites will need to be reviewed in person to confirm they are viable planting sites. Additionally, an assessment of overhead powerlines at proposed planting sites will be required to ensure species selection aligns with utility clearance standards and minimizes long-term maintenance issues.

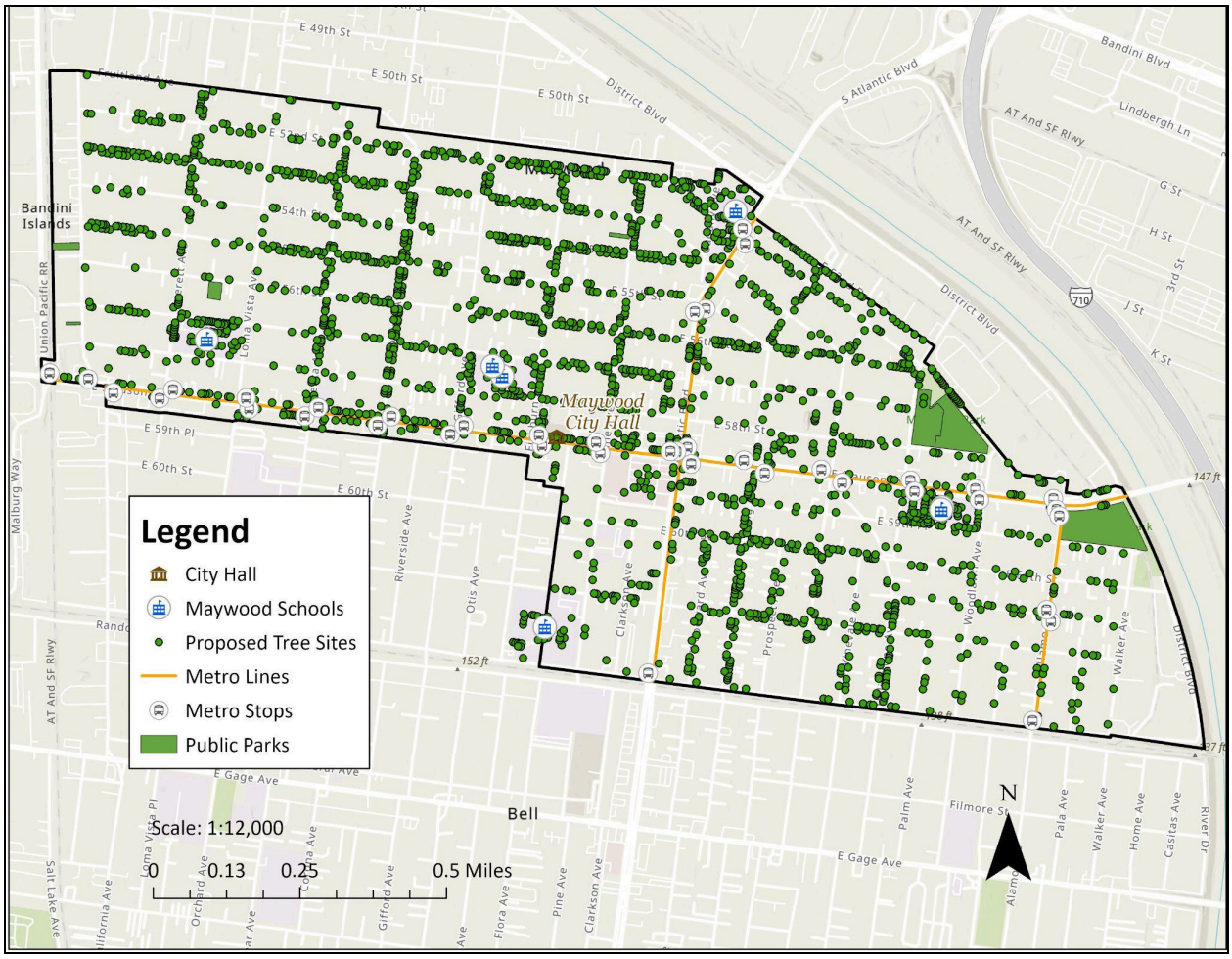


Figure 14: Map of Proposed Planting Sites in the City of Maywood

Figure 14 shows all 2,271 possible planting found throughout the City. A small cluster of trees to the south appears to be outside the City boundary however, these trees are located within a school campus located within Maywood. Again, these potential locations will need to be reviewed in-person to confirm they are viable. The map also displays key community assets and infrastructure, including Metro lines and stops, schools, parks, and Maywood City Hall, providing context for where tree planting opportunities align with transit corridors, public spaces, and civic spaces.

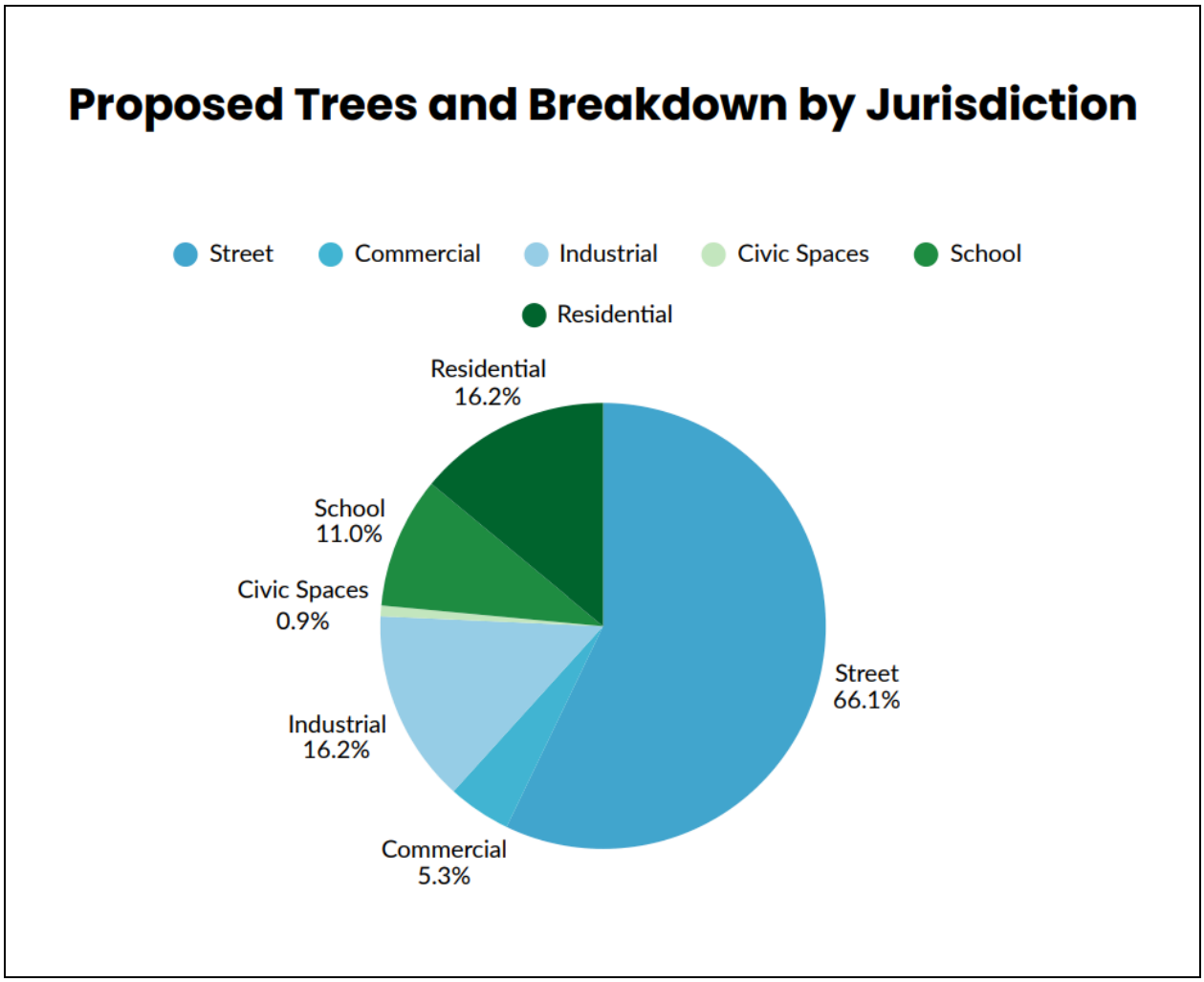


Figure 15: Proposed Trees and Their Jurisdiction

As shown in Figure 15, most of our proposed planting sites are along the street or public right-of-way and on residential properties. Planting street and residential trees alone would increase Maywood's canopy from 11% to 12%. In addition, a Civic Spaces category was introduced as part of the special projects to capture planting opportunities in public and community-serving spaces.

As highlighted in the Current State of the Forest section, certain areas of Maywood have significantly lower canopy coverage than others. These low-canopy areas will experience the most dramatic transformation as new trees are planted and the urban forest grows in.

Breakdown of Planting by Jurisdiction

	Jurisdiction	Current Number of Trees in Jurisdiction	Potential Tree Planting Sites
1	Street	773	1,479
2	Residential	5,903	363
3	School	304	246
4	Commercial	523	118
5	Park*	291	40
6	Median*	128	20
7	Industrial	98	10
8	Civic Spaces	–	21 (a mix of street and commercial trees)
	TOTAL	**8,020**	**2,297**

Table 3: Current number of trees and proposed trees

**Trees were not recorded in the proposed planting site map. Amigos will need to conduct a site evaluation to determine where plantings can occur in medians and parks.*

1. **Street Trees**

   Maywood currently has 773 street trees, and has steadily been increasing over the past five years. The UFMP proposes adding 1,491 more (including trees proposed on the street right-of-way near civic spaces). This significant increase will strengthen the city's green canopy along transportation corridors, offering greater shade for pedestrians, mitigating roadway heat, improving walkability, and supporting the implementation of the circulation element in the City's General Plan objectives.

2. **Residential / Private Trees**

With 5,903 existing trees in residential zones, an additional 363 trees are proposed. These plantings will enhance neighborhood livability, offering residents cleaner air, cooler microclimates, and improved property values while also increasing biodiversity in community spaces. With the majority of trees within Maywood being residential, it is crucial to uplift, support, and encourage residents to be an active member in growing and maintaining their urban canopy.

3. **Schools**

   Maywood schools currently host 304 trees, with a goal of planting 246 more to expand canopy cover on campuses. Greening schoolyards creates healthier outdoor spaces for students, reduces heat exposure, and opens the door to environmental learning opportunities. This effort builds on Amigos' work transforming school campuses, each designed as a microcosm of the greater Emerald Necklace vision. Additionally, by replacing asphalt with trees and vegetation, once-barren campuses are reimagined as vibrant, shaded spaces that reduce heat, capture stormwater, and improve local ecosystems. Beyond environmental benefits, green schoolyards also benefit student and teacher well-being, strengthen mental health, boost attendance, and support stronger educational outcomes.

Images of Before and After Greening at Mary J. Jackson Elementary School, one of ADLR's Green School Projects in Pasadena Unified School District

4. **Commercial Areas***

   There are currently 523 trees in commercial zones, and the UFMP recommends planting 127 more (this is counting the 9 commercial trees located on civic space sites). Increased canopy in business districts will improve pedestrian comfort, attract customers, and strengthen the role of trees in supporting vibrant, walkable economic centers.

5. **Parks**

   Maywood parks currently have 291 trees, with 40 new trees proposed. This expansion will provide more shaded recreation areas, improve habitat for pollinators and birds, and ensure parks remain resilient spaces for community health and wellness.

6. **Medians**

   Currently, medians contain 128 trees, with a proposal for 20 more. Planting additional trees in medians will reduce roadway heat, absorb stormwater runoff, and contribute to the city's visual identity through greener, more welcoming streetscapes. Many of the medians have palms planted. Phasing out palms, after they reach their life cycle, and replacing them with a broader canopy tree will help with providing shade to

7. **Industrial Areas***

   Industrial zones have 98 existing trees, we proposed to add 10 more. Even small increases in canopy within these areas can help buffer air pollution, lower surrounding heat, and provide much-needed green space in environments dominated by hardscape.

8. **Civic Spaces**

   Planting 21 additional trees (12 street trees and 9 commercial trees) around Maywood's civic buildings, including City Hall, the Maywood Library, and the YMCA, would demonstrate how the city can lead by example in integrating green infrastructure into public spaces. While the Community Center (YMCA) has already benefitted from tree planting, additional plantings could further enhance shade, cooling, and aesthetic value. Expanding these efforts across all civic buildings would provide visible, high-impact demonstrations of the role trees play in improving air quality, mitigating urban heat, and creating welcoming community spaces. At City Hall, shade trees could frame the entrance and symbolize the city's leadership in climate resilience. The library could feature flowering or canopy trees that encourage outdoor reading and gathering, while the Senior Center could benefit from shaded seating areas that support comfort and social interaction. By prioritizing its most recognizable landmarks, the City of Maywood can establish a clear precedent for how public and private spaces alike can contribute to a greener, more resilient urban forest

**Note: The proposed commercial and industrial plantings assume that the City adopts a tree/landscape ordinance or development standard that authorizes staff to place tree-planting or in-lieu conditions on*

new or expanded projects. Until adopted, these proposed trees represent policy direction rather than existing entitlement requirements.

VII. Goals and Strategies

Through realistic goal setting and strategic planning, the City of Maywood has the potential to increase their canopy coverage from 11% to 13% within the next 10 years. Growing their canopy further will require more staffing, resources, and infrastructural changes due to a finite number of planting spaces available throughout the city.

Where We Are Now: Planting Progress

Since 2020, Amigos de los Ríos has partnered with the City of Maywood in receiving a CalFire grant to establish and grow the urban tree canopies of environmentally injusticed areas in the face of rising temperatures with climate change. Throughout the years, Amigos has worked closely with city officials from Maywood to coordinate plantings, community events and maintenance tasks.

From 2020-2022, Amigos and Maywood staff collaborated on establishing where trees could be planted in the city and engaging with community members on their shade needs. Once open tree wells were mapped and trees were ordered, planting began. There were several volunteer events along residential roads and in Riverfront Park to establish these trees. Up until 2025, about 65 trees were planted throughout the city.

Due to the now closed Exide battery recycling plant located in the neighboring City of Vernon, many pollutants from the plant, like lead, were leached into neighboring cities. This included Maywood and its residential lawns and its public greenways. The prominence of these toxic materials made it harder for young trees to establish themselves in these soils as noticed by dwarfish qualities of the trees after a couple of years. Maywood therefore is going through soil remediation efforts in public greenways and residential areas to establish “cleaner” soils. The remediation has subsided planting efforts but will continue once it has been completed. Currently, Amigos and Maywood are prioritizing cutting tree wells and other asphalt surfaces to plant trees along popular pedestrian routes.

By the end of February 2026, 200 new trees will have been planted. The majority of tree planting for this grant cycle has occurred within the public right-of-way and along street parkways. Planting efforts have focused on residential neighborhoods, with an emphasis on key corridors serving schools, businesses, and other community facilities. To date, twenty-eight trees have been planted along Slauson Avenue and Atlantic Boulevard, all of which required new or expanded tree well cuts to accommodate healthy long-term growth.

Strategies: Planning, Planting, Establishment, and Maintenance

To encourage tree growth and canopy, we suggest an implementation plan split up into four parts: planning, planting, establishment, and maintenance. These stages are ongoing, and practices should be refined over time to meet the changing needs of newly planted and establishing trees

1. **Planning**

The first step in the planning process is to identify potential tree planting locations. Using TreePlotter and Google Aerial imagery, sites were identified and categorized through an initial virtual review. While this approach allows for efficient, citywide screening, all proposed locations must be approved through in-person site visits and approved by the Public Works Superintendent to ensure compliance with City standards and conditions. Before final approval, DigAlert must be contacted to identify underground utilities and prevent damage of existing infrastructure during the planting phase. Aerial imagery cannot capture on-the-ground constraints, such as underground utilities, sidewalk conditions, or access limitations. All factors that can affect a site's viability for planting. During the site reviews, tree species that are appropriate for the space are also determined based on the available space, site-specific conditions, and surrounding infrastructure.

2. **Planting**

Once sites and species are approved and cleared by Dig Alert, tree planting can begin. Planting follows best practices strategies to promote long-term tree health, including proper tree well dimensions, soil preparation, spacing, and installation techniques.

There is also significant potential to expand tree canopy in areas dominated by asphalt, including schoolyards, commercial parking lots, and streets with little to no green space. Using aerial mapping technology, Amigos staff identified and measured potential planting sites throughout Maywood to determine where canopy growth can be maximized. This analysis also revealed that existing public streetways and school grounds do not provide enough viable planting locations to reach the City's 13% canopy goal. The city has already implemented a tree planting program and plans to continue adding trees throughout the city as referenced in the Safety Element. To help close this gap, the city will consider adopting stronger tree ordinances that incentivize residents, business owners, and industrial facilities to plant trees on their own properties. There is also potential to create new tree wells in sidewalks where the width allows. Additionally, increasing tree plantings in parks or establishing micro-parks throughout the city can further expand overall canopy coverage. Implementing street diets—reducing excessively wide roadways—can also create new opportunities for planting trees.

Equitable canopy distribution is just as important as achieving canopy targets. Tree plantings should extend beyond the city center and prioritize neighborhoods, parks, and commercial areas with low existing canopy to ensure that all parts of Maywood benefit from increased shade, cleaner air, and improved urban resilience.

Additionally, due to the limited planting sites, Maywood will need to prioritize phasing out palm trees and replacing them with a tree with better canopy coverage. Therefore, we should also consider every palm tree a potential planting site after the tree reaches the end of its life span. To support this transition, Amigos plans to map palm-heavy areas and develop a strategic planting plan to gradually replace these sites with more beneficial tree species.

The planting phase will take up about 5-10 years of the implementation plan, planting roughly 200 trees annually. Once tree wells and sites are established, planting will begin. The trees will ideally be planted in the fall to give a head start to establishing roots in cooler weather with the bonus of potential rain. Besides staff helping plant trees, it's imperative to integrate community participation. Public planting events are highly encouraged to be hosted to spread awareness of urban greening efforts in the city and so residents feel some sense of ownership towards these trees. Planting trees should follow a strict set of guidelines in regards to planting depth, staking and watering establishment that should be taught by certified tree professionals. Maywood and CalFire have an approved planting list in which to pull trees from which include majority California

native and drought tolerant trees. Achieving our first tree canopy goal of 13% by 2035 will include strict planning and support from the city. The chart below displays how this goal can be met with roughly 200 trees being planted each year. This does not account for trees that may not make it past the establishment phase and will need to be replaced.

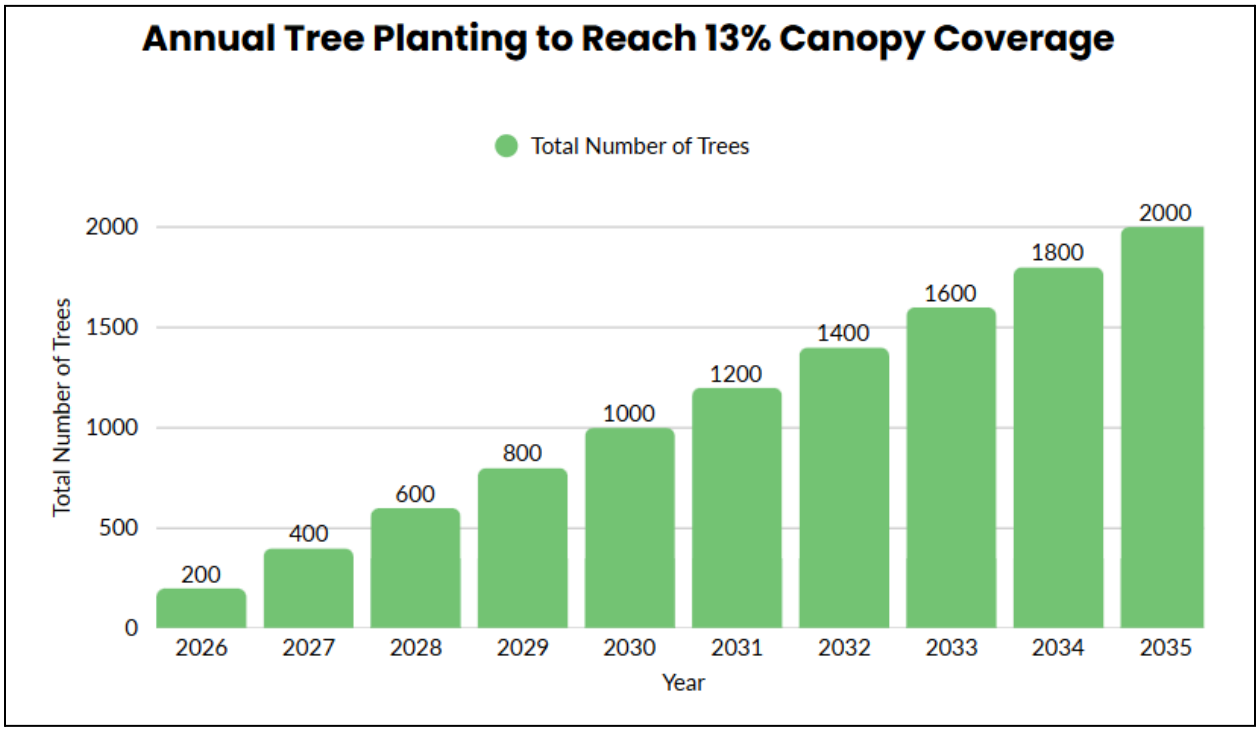


Figure 18: Tree Planting per Year to Reach 13% Canopy Coverage

Figure 18 illustrates a phased tree-planting strategy.. Beginning in 2026, the City would plant approximately 200 trees per year, resulting in a steady increase in the total number of trees until 2035. These planting targets were calculated using TreePlotter's growth tool based on projected tree crown canopy diameters at maturity.

3. Establishment

The third phase of the implementation plan will include an establishment period lasting about 10-20 years to reach 2,000 total planted trees. The establishment phase is focused on ensuring these newly planted trees are receiving and meeting their watering, pruning and nutrient requirements to grow into healthy, mature trees.

Once a tree is planted, it will automatically go into an establishment phase for the first 9-18 months where care is vital. Each tree will have different watering needs depending on their

species, environmental surroundings and soil quality. Although Maywood is prioritizing planting of drought tolerant trees, they still need frequent watering in its first 5 years to establish tap roots. Newly planted trees should be watered 1-2 times per week for the first three months, even more when planting during the summer and before extreme heat events. For five years after, the trees should be watered at least once a week with at least one gallon of water. If there is a rainy winter, watering needs for these trees can be weaned off. If hand watering personnel is unavailable, setting up an irrigation system for these trees will ease labor needs.

Additionally, mulching is essential for new trees in the establishment phase. In compliance with California Senate Bill 1383 (SB 1383), which sets statewide targets for reducing organic waste and increasing its beneficial reuse, the City of Maywood must ensure that mulch derived from recovered organic material is applied in all tree planting projects under the UFMP. SB 1383 requires jurisdictions to use recovered organic products, including compost and mulch, in landscaping and urban greening efforts. By incorporating a minimum three-inch layer of organic mulch around newly planted trees, Maywood not only meets these regulatory requirements but also improves soil health, conserves moisture, suppresses weeds, and enhances long-term tree survival. This practice aligns local tree planting with state climate goals, turning organic waste into a resource that supports both urban forestry and statewide carbon reduction efforts.

Pruning trees at a young age can be beneficial in forming solid branch structures and preventing future branch breakage. However, only ISA qualified tree experts should perform these pruning practices as bad practices can result in introduction of diseases, foliage die back and overall tree failure. Among bad pruning practices, there absolutely should be no practices in tree topping to introduce more foliage. Current arboriculture research emphasizes this practice hurts tree branch structure and acts as a catalyst for disease introduction. Pruning practices should emphasize establishing a central leader, cutting off dead/dying/diseased branches, branch clearance for pedestrians and cars and preventing disease spread.

4. **Maintenance**

The last phase of the implementation plan is the maintenance phase and will take up the last 10 years of the plan. At this point, the newly planted trees should be fairly well established showing healthy canopy growth, reduced watering needs and solid branch structure. Maintenance requires trusted staff trained in arboriculture and tree health noting any trees that are posing threats to public infrastructure, people and visibility. Such trees include ones that may be leaning, branches

blocking lines of sight or are diseased and pose safety hazards. A trained arborist may recommend further pruning and staking practices to the tree. The maintenance phase aims to keep present trees healthy and alive to attain the 13% canopy goal. Additionally, as trees grow their canopy will too. Our recommended trees have an average canopy between 20 feet to 40 feet. Trees should only be removed if they are posing real health and safety risks to the surrounding area and a tree expert or certified arborist should be brought in to consult.

West Coast Arborist (WCA) has been contracted by the city to conduct all maintenance and emergency response services for all trees in the city of Maywood.

VIII. Implementation

Strategy	Description / Actions	Why It Matters
1. In alignment with City's Urban Forestry Management Plan	Maywood's Urban Forest Management Plan (UFMP) aims to plant ~200 street trees per year (specific species list provided).	Steady process in achieving canopy expansion goals - Anchors efforts in city General Plan goals, continues to continuity build momentum.
2. Apply "Right Tree, Right Place"	Evaluate each planting site for space, overhead lines, roots, etc. Choose tree size according to parkway strip width.	Minimizes conflicts with existing infrastructure, and supports long-term tree health.
3. Pre-Planting Site Assessments	Before planting, assess soil volume; check for underground utilities and conflict zones.	Ensures trees have enough resources to mature, reduces mortality risk, and won't damage any underground utilities
4. Best Practice Planting Techniques to Maximize Survival	Dig wide, shallow holes; ensure the root collar sits at the right height; build berms to retain water; mulch (2–4 in thick) while keeping mulch away from trunk.	Encourages deep rooting, while mulch conserves moisture, protects from pathogens, and provides nutrients for the trees.

5. Timing – Fall is Ideal	Plant in the fall: cooler temps, consistent rains, reduced stress, lower pest pressure, trees have season to establish before next spring.	Increases rooting success and reduces need for intensive watering.
6. Mulching and Ongoing Care	Apply organic mulch in accordance with SB1383 to manage soil temperature, retain moisture, and suppress weeds. Also plan for pruning, pest management (preferably IPM), and removing staking after establishment.	Enhances long-term survival and community benefits.
7. Establish Watering & Maintenance Plan	Provide deep, infrequent watering (e.g., twice weekly summer, once weekly winter); consider drip irrigation; monitor soil moisture before watering.	Supports strong root systems while avoiding overwatering.
8. Species Selection to Support Diversity & Pest Resilience	Avoid overplanting a single species; diversify per guidelines (e.g., Riverside model: no more than 5% single-species prevalence).	Reduces risk of widespread loss from pests or disease.
9. Ongoing Establishment Care Through Community Outreach & Volunteer Engagement	Use events like Earth Day events to involve residents; include watering/maintenance commitments and education on urban forestry benefits and City projects.	Builds stewardship, ensures proper first-year care.
10. Monitor & Evaluate Success PlanIt Geo & WCA	Track survival rates, canopy growth, maintenance needs.	Ensures continuous improvement, accountability, and celebration of successes.

Table 4: Implementation Plan

IX. Tree Species Selection Strategy

The Importance of Tree Species Selection in Achieving Canopy Goals

Proper species selection and location will also be crucial to growing the urban canopy. Every tree species has specific growth patterns and characteristics that define its shape, height and the amount of shade provided by its canopy. Canopy cover is hard to estimate with newly planted trees, but it is important to estimate its full range at maturity to make realistic canopy goals and equitably distribute shade.

Additionally, it is important that we select trees that the community also prefers to have in their neighborhood. Trees selected by residents are more likely to thrive, since they are wanted and more likely to be cared for by community members. In a survey conducted at the 2024 Trunk-or-Treat event, residents were asked to select their favorite tree, and the Chitalpa received the most support with over 170 votes.

Below is a list of approved tree species made in collaboration with CalFire. These species adhere to the drought tolerant needs of the City. Corresponding with each tree is the estimated canopy size at maturity. It would strategically be best for the city to prioritize large canopy cover trees in areas without power lines and the highest need for large trees, such as residential areas and school zones. Smaller canopy cover trees may still be implemented for biodiversity in areas where visibility is a priority such as thoroughfares and parks. Selecting trees for their tree canopy cover size is just one of the strategic and economical means Maywood can take to achieve the 13% canopy cover goal by 2035.

Latin name/Common Name	Canopy Cover at Maturity
Eriobotrya deflexa/ Bronze loquat	12-25 ft.
Chilopsis linearis/ Desert willow	15-25 ft.
Chitalpa tashkentensis/ Chitalpa	20-30 ft.
Lophostemon confertus/ Brisbane box	20-30 ft.
Quercus engelmanni/ Engelmann Oak	25-60 ft.
Arbutus menziesii/ Madrone	30-40 ft.
Platanus racemosa/ Western Sycamore	30-50 ft.
Quercus agrifolia/ Coast Live Oak	30-40 ft.
Platanus x hispanica/ London plane	60-70 ft.

Table 5: CalFire Approved Tree Species List and Canopy

Table 5 lists just the species name and their canopy converge. For more detailed information on each species, please refer to the Appendix on page 74.

Low Canopy Trees vs. High Canopy Trees

The City of Maywood has approximately 2,300 potential planting sites. Carefully selecting the right tree species for each site is essential to maximizing the city's overall canopy growth. In areas with limited tree cover and fewer available planting sites, prioritizing species that provide greater shade and coverage will have the most impact.

Below is a table showing the smallest tree on our recommended tree list and the largest. Using TreePlotter's Canopy Grow tool we can estimate the number of tree plantings it would take to reach 13% canopy coverage based on the trees' average tree crown diameter.

Bronze Loquat	London Plane

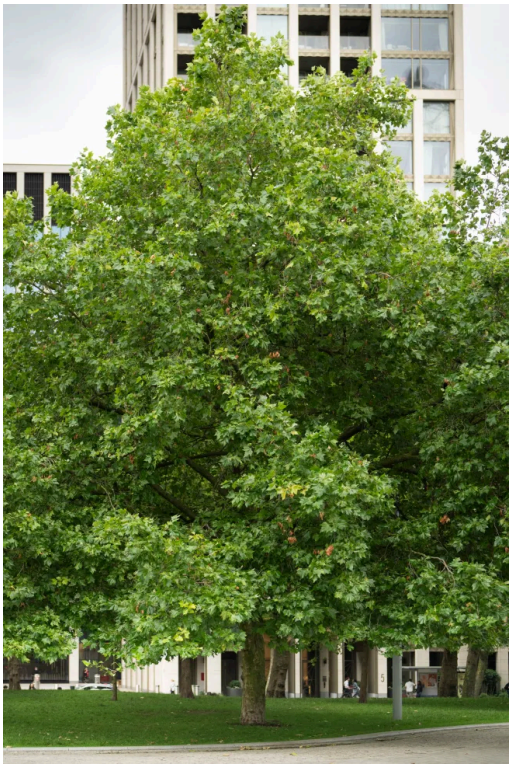
	
Average Tree Crown Diameter	**Average Tree Crown Diameter**
12 ft - 20 ft	60 ft - 70 ft
Trees Needed to Reach 13% Canopy	**Trees Needed to Reach 13% Canopy**
3,786	947

Table 6: Comparing Canopy of Low and High Canopy Trees

If species with smaller average canopy diameters are predominantly selected, more trees will need to be planted to achieve the desired coverage and vice versa. Tree species that are also on the low crown diameter are Madrones and Chitalpas, and trees with a higher crown diameter are any of the oak species in the recommended tree list provided above

Amigos surveyed trees that are established and growing well in various parts of the City of Maywood. These trees seem to handle the soil of the area more effortlessly and include: Jacaranda, Palo Verde, and Myrtle (all flowering trees) as well as fruit trees such as Guava, Cherimoya, Avocado, Mango, Pomegranate, Mulberry, Fig and various citrus.

Several residential fruit trees growing well in Maywood: Cherimoya, Citrus, Mango, Avocado

Other trees with large canopies already established in Maywood

Amigos has plans to survey and record established trees in Maywood that have large canopies and are thriving to potentially add to our current approved tree list.

Latin name/Common Name	Canopy Cover at Maturity
Afrocarpus gracilior/ Fern Pine	20-40 ft.
Jacaranda mimosifolia/ Jacaranda*	45-60 ft.
Tipuana tipu/ Tipu*	30-60 ft.
Brachychiton rupestris/ Bottle Tree*	20-30 ft.
Lyonothamnus floribundus/ Ironwood	12-24 ft.

Table 7: Additional Species

**Also on WCA's Top 10 Tree Species List in Maywood*

Table 7 lists additional species to consider planting in the future and their canopy cover at full maturity.

Species to Phase Out

Using data collected from WCA, here are the top 10 tree species located throughout the city.

1. Syagrus romanzoffianum/ Queen Palm
2. Geijera parviflora/ Australian Willow
3. Afrocarpus falcatus/ Fern Pine
4. Ulmus parvifolia/ Chinese Elm
5. Lagerstroemia indica/ Crape Myrtle
6. Cupaniopsis anacardioides/ Carrotwood
7. Brachychiton populneus/ Bottle Tree
8. Ficus benjamina/ Weeping Fig
9. Jacaranda mimosifolia/ Jacaranda
10. Tipuana tipu/ Tipu

Using this list, we can identify which species are thriving and consider adding them to our recommended tree list. The list also helps us flag invasive species and plan for their gradual

replacement with alternatives that better align with the City's needs. Invasive trees or trees to phase out is discussed in the section below in more detail.

Although palm trees are an iconic staple in Los Angeles and quite popular in the City of Maywood, they are not the best choice of trees to grow the urban forest. While palms are poor at providing shade they also are high maintenance, provide minimal ecological benefit, and sequester little carbon. Additionally, their fronds pose a safety hazard and wildfire risk. According to WCA data, there are 323 palm trees located along the public right-of-way. It is important to mention that this number only refers to public palm trees and does not take into account palms located in commercial, residential, industrial, or park spaces. Here is a list of palm species present in Maywood:

- Canary Island Date Palm
- Bangalow Palm
- Date Palm
- Mexican Fan Palm
- Majesty Palm
- Queen Palm
- Sago Palm

Many palms in Los Angeles are reaching the end of their life span and the best solution to help grow the city's canopy would be to replace them with a tree that has a broader canopy. With the support from the city, we can phase out palms and grow their canopy coverage over time.

Phasing out non-native trees such as palms and replacing them with native, drought-tolerant species or trees suited to other Mediterranean climates is essential for sustaining a healthy and resilient urban forest. Additionally, we could expand the recommended list to include tree species that are already thriving within the city. Many non-native trees are not equipped to Southern California's hot dry summers and mild wet winters. Moreover, they require more water resources and can outcompete our native species. As climate change worsens, we expect the weather to stay hot and warm which many non-natives are not able to withstand.

Other non-native, invasive trees present in Maywood include:

- Ficus species
- Tree of Heaven

- Chinese Elm
- Camphor Tree
- Willow Tree
- Mexican Fam Palm
- Pepper Tree

Invasive species are harmful to both the natural and built environment. First, they can outcompete our native or drought-tolerant trees and throw off the local ecosystem. Second, they damage infrastructure such as sidewalks, curbs, driveways, building foundations, underground pipes, and sewer systems.

While we are not advocating for the removal of established trees that are invasive, we are pushing for the replacement of these trees with a more appropriate option once they reach the end of their life span. Proper assessment of the site and proper tree selection will ensure the established infrastructure will not be damaged by the new tree being planted.

Tree Placement: Reducing Stormwater Runoff

As a small, densely populated city along the Los Angeles River, Maywood must comply with the Municipal Separate Storm Sewer System (MS4) permit under the Clean Water Act, which regulates how municipalities manage stormwater runoff to reduce pollution. Integrating urban forestry practices into Maywood's stormwater management supports MS4 compliance by filtering runoff through tree canopy interception, increased infiltration, and reduced erosion. Strategically planting and maintaining trees near streets, schools, and along the riverfront helps capture pollutants before they enter the storm drain system, improving water quality and contributing to the city's broader sustainability and compliance goals.

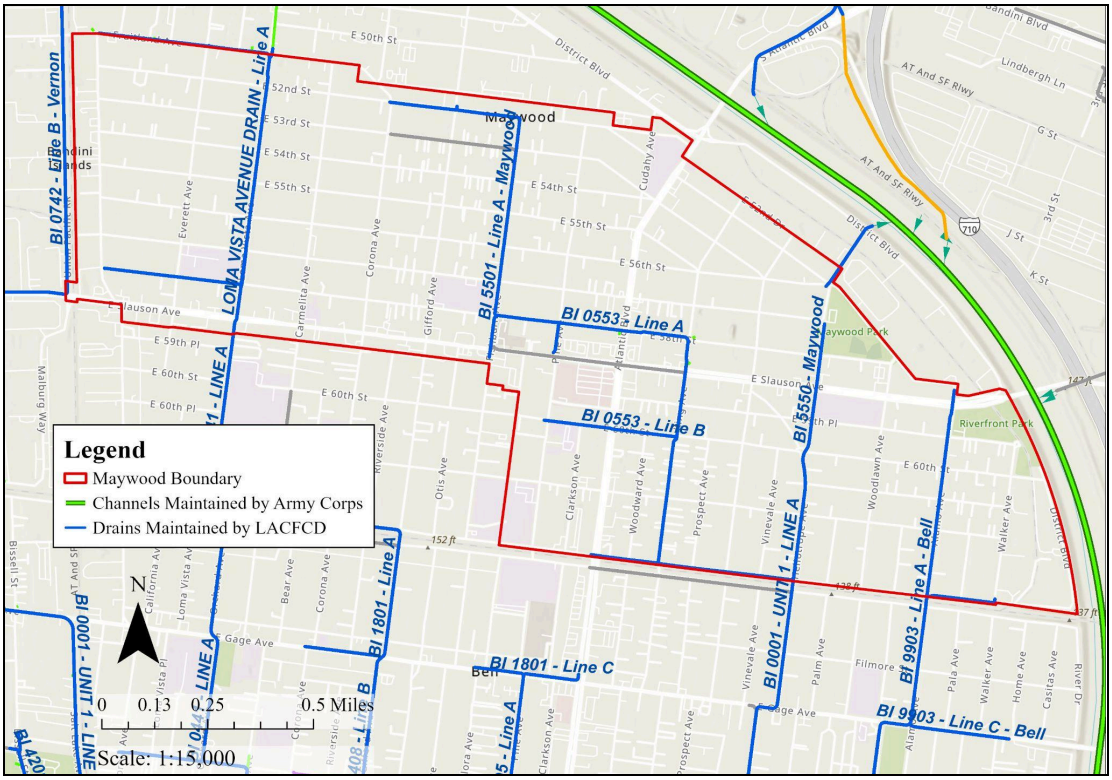


Figure 16: City of Maywood Storm Drain System

Figure 16 shows Maywood's drain system and proximity to channels also known as the Los Angeles River.

X. Roles, Partnerships, and Coordination

Key Partnerships

Reaching a 13% tree canopy coverage by 2035 is a goal that cannot be achieved without community partnerships and participation. Expanding the tree canopy must reach beyond public street right-of-ways and into private or residential, commercial and school jurisdictions. Many residential front and backyards have available greenspace that can accommodate trees that would not only provide numerous benefits to the resident but the larger community. Maywood, in partnership with Amigos, will establish a tree giveaway to residents to plant in their yards. These trees will be diversified to include fruit trees to gain more interest by residents while also addressing food insecurity needs.

This can also benefit commercial sites that occupy large parking lots that are adjacent to main road ways.. Tree planting at these sites can increase aesthetics of the property, provide shade to pedestrians along main roadways and potentially raise patronage rates.

Most importantly, tree planting at the six public schools in Maywood can widely increase the tree canopy. Tree planting at schools and along adjacent public right-of-ways can increase shade for vulnerable populations like young children, promote walking to school and add to the aesthetics of the school which have been associated with better school performance. Many of these schools have a high planting potential on their asphalt playing yards that are made up of little green space. This partnership requires coordination between principals, the Los Angeles Unified School District Sustainability Team, city officials, community partners, and nonprofits interested in school greening such as Amigos.

Moreover, growing the City's tree canopy efficiently will require interdepartmental coordination.

- Public Works: identify sidewalks and streets where new tree wells can be cut and where pervious pavement should be used to reduce root conflicts.
- Planning/Building: apply UFMP standards to private frontage improvements and require street trees where feasible.
- Engineering/Utilities: provide clearance maps for low overhead lines so species selection aligns with utility standards.

With all departments working together, the City can pursue a more strategic, cost-effective, and sustainable approach to canopy growth.

Collaborating with West Coast Arborist

West Coast Arborist (WCA) are currently the city's contracted arborists tasked with performing all work and providing all labor, equipment, and services for any project identified as tree maintenance and emergency response services.

Their scope of services includes:

1. Tree pruning
2. Tree removal
3. Tree planting
4. Crew rental
5. Emergency response
6. Line clearance pruning
7. Clearance pruning
8. Grid pruning program

9. Tree watering
10. Small tree care
11. Palm truck skinning
12. Palm crown/ nut trimming and shaping
13. Root pruning
14. Speciality equipment rental
15. Arborist services/ inspection
16. Foliar and pesticide treatments
17. Additional work
18. Data entry
19. Webpage development
20. GPS Tree inventory
21. Online maintenance access

Pruning which includes structural pruning, crown raising, and crown clearing, is to be performed annually following a pre-determined route. All pruning will be performed in accordance with the best standards set by the International Society of Arboriculture Pruning Standards (Best Management Practices), the ANSI Standards.

Additionally, WCA is contracted to provide the City with the Global Positional System (GPS) coordinates for all trees in public spaces. This includes "all publicly owned trees on the street right-of-ways, sidewalk parkways, City Parks, and City-owned properties, and open spaces such as medians, greenscapes, etc." Along with the GPS location attributes that are recorded are:

1. Tree number
2. Street
3. Location by GIS
4. Tree diameter (DBH)
5. Recommended maintenance classification
6. Parkway size
7. Sidewalk damage
8. City DistricUGrid/ LLDs/ Parks/ R-Areas/ Residential
9. Location by Address
10. Species by botanical name and common name
11. Tree height
12. Existing overhead Utilities
13. Parkway Type
14. Technical Support and Maintenance

Our goal would be to create a partnership with WCA allowing for the sharing of information across organizations helping to push the City's goal of increasing their urban canopy efficiently and effectively.

Power of Community Voices & Partnership

Since 2022, Amigos has begun tabling for the urban forest expansion at major Maywood city events. The outreach events often include surveying residents on their ideas, educating them on the urban forest and also doing tree plantings with them. The tree plantings to this point have been highly involved with local residents as they have planted trees around the YMCA park area and on 56th Street. Our tabling events tend to circle around Earth Day festivities held every April or on Halloween "Trunk or Treat" events where we have reached several hundred families through surveys and free environmentally related activities.

These events are also a way to recognize the role of residents in growing the urban forest with the majority of trees making up the canopy now being from residential trees, engaging families, especially children, with our environmental justice priorities and introducing them to the larger scope of urban forestry. We find it important to uplift residents as the majority of the canopy now consists of residential trees and where more growth can take place. The surveys have allowed us to receive community input on which trees they would like to see planted, which locations trees are most needed in, and to ask whether they would like a tree planted on their private property.

Image from December 14th, 2020 Planting Event

It would be exciting to see these events grow into annual traditions for the Maywood community:

- Spring – Earth Day / Arbor Day
- Fall – Trunk or Treat
- Winter – Holiday Tree Planting
- Summer – Tree Care & Family Tree Story Nights

In addition, achieving recognition as a Tree City USA would be a meaningful accomplishment, showcasing Maywood's dedication to caring for and expanding its urban forest. Amigos would like to incorporate environmental learning into these community events to create celebrations of nature and fun for people in the community. Tree plantings along street parkways and communicating about nature could become quarterly annual occurrences within the neighborhoods at these events that occur between the months of October and March. Amigos would also be happy to facilitate tree planting and maintenance events with senior groups and youth groups.

Community Feedback

The first survey was conducted during the city's Earth Day event in 2024. Several families and participants responded to the question, "Which of these benefits from trees matter most to you and why?". The options for this survey were:

- Shade/cooling
- Habitat for wildlife
- Food/fruit
- Clean air
- Stormwater capture
- Mental health
- Physical health
- Cultural significance/ importance
- Beauty/ aesthetics
- Sense of place

As seen in the image below, there were over 150 responses with the majority labeling shade/cooling, habitat for wildlife and food/fruit as the tree benefits that matter most. There was a wide variety of participants, from children with their families, to parents and senior citizen residents.

Image from Earth Day 2024 Survey

The next survey was conducted during the 2024 Halloween Trunk or Treat event. There was a large population of young children, families and city officials in attendance. As seen in the image below, we took the opportunity to survey them on two questions: “Do you have a tree located in the parkway in front of your house?" and “Out of the four trees below, which one is your favorite?”. The parkway question aimed to gauge how many people have trees in front of their homes and if they didn’t, how much open planting space is perceived within Maywood. Additionally, this made participants aware of trees in their parkway and recognizing if there is a need for a tree there. Over 154 (70%) participants out of 223 stated that they did not have a parkway tree in front of their home.

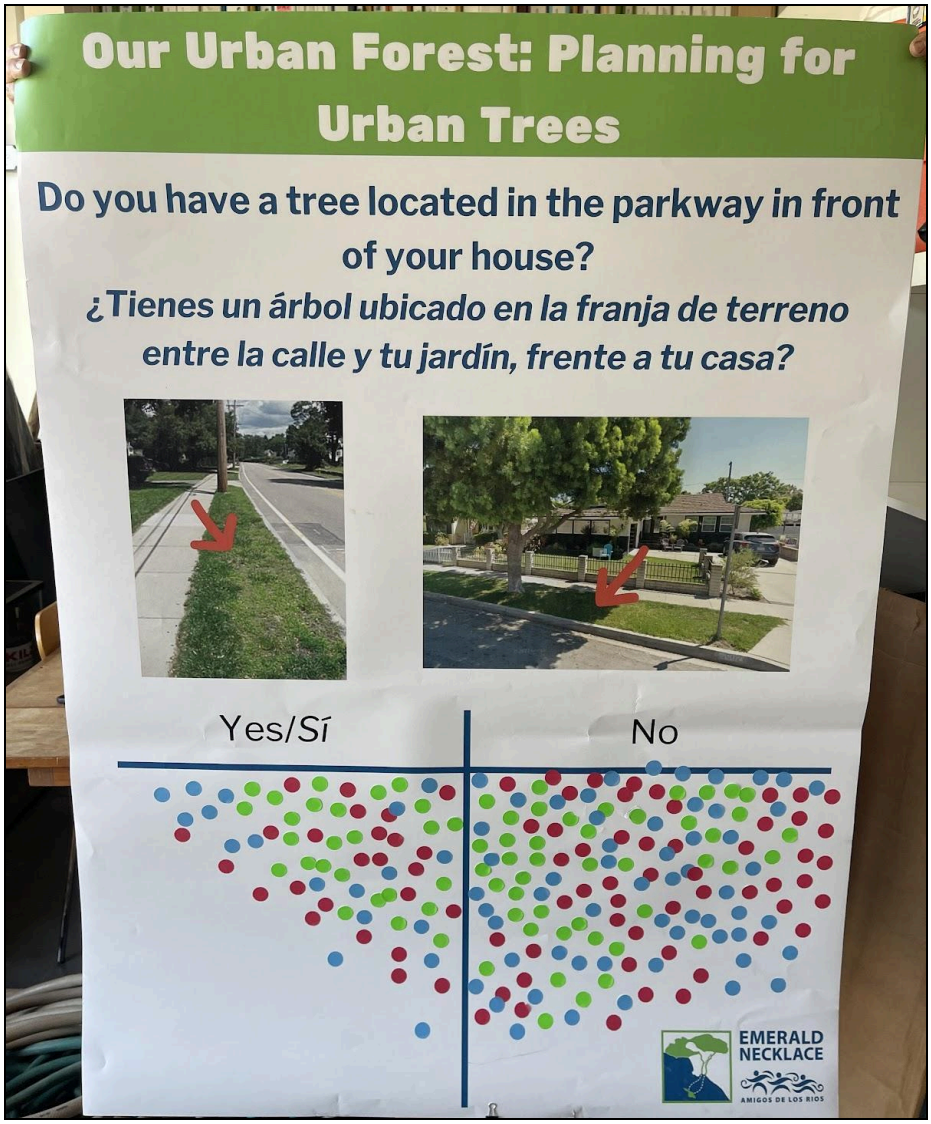


Image from Trunk or Treat 2024 Survey

Survey Results

Do you have a tree located in the parkway in front of your house?	
Yes: 69	**No:** 154

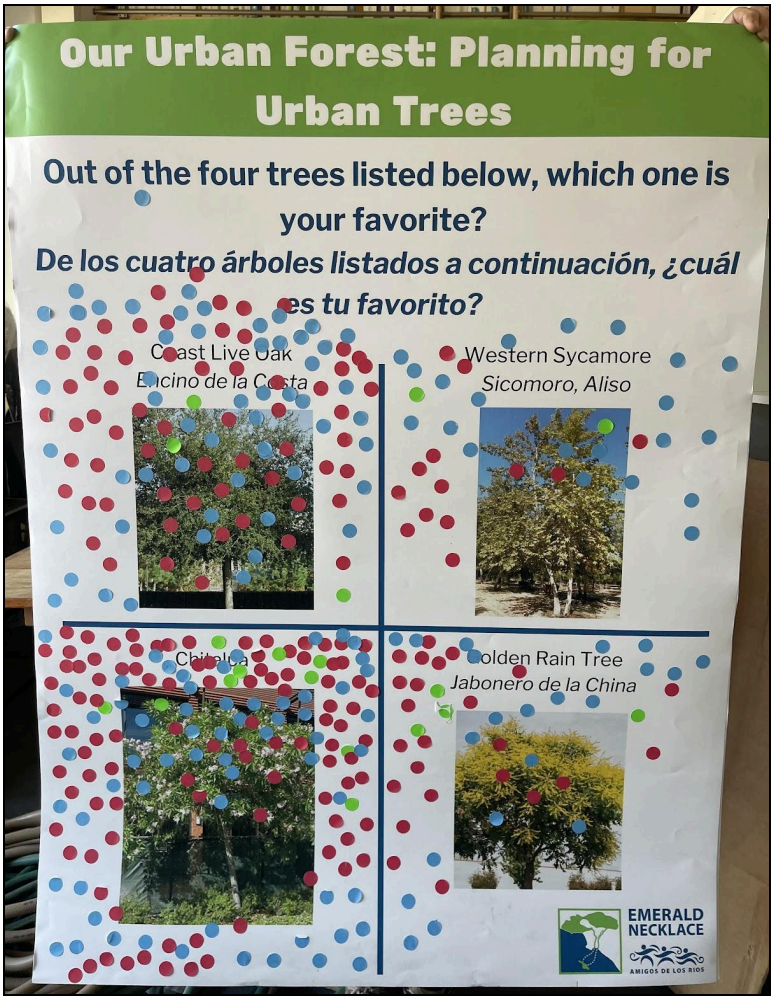


Image From Trunk or Treat 2024 Survey

Survey Results

Tree Species	Count
Chitalpa	177
Coast Live Oak	123
Golden Rain Tree	49
Western Sycamore	37

The survey results indicate that the Chitalpa and Coast Live Oak species were a popular choice amongst residents.

Chitalpa tree growing in Maywood

XI. Relevant Policies and Potential Funding Partners

A thriving tree canopy depends not only on funding, but also on strong state and local policies. These policies guide where resources should be allocated and for what. Additionally, they advise

councilmembers and lawmakers on what community needs are and how to address them. From state wide policies to local policies like zoning ordinances and plans, these advise how tree canopy will grow in the coming future.

- **State Policies**
    - California Urban Forestry Act
    - Cal Fire and Forestry Strategic Plan
    - California Solar Shade Control Act
    - Integrated Climate Action and Resiliency Program
    - Environmental Justice in Local Land Use Planning
    - SB 840: “The act requires the state board, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the 1990 levels no later than December 31, 2030”
    - California Senate Bill 1383 (SB 1383), which sets statewide targets for reducing organic waste and increasing its beneficial reuse
- **State Funding Measures**
    - Proposition 4: Parks, Environment, Energy, and Water Bond Measure (through Rivers & Mountains Conservancy)
    - AB 1207: Cap and Trade Greenhouse Gas Reduction Fund Package
- **County Wide Plans & Initiatives**
    - Los Angeles County Urban Forestry Management Plan
    - ShadeLA
- **County Wide Funding Measures**
    - Measure Safe Clean Water/Measure W
    - RPOSD Prop A
- **Municipal Policies**
    - Maywood General Plan
    - City of Maywood - Municipal Codification
- **Climate Action, Adaptation, and Resilience Plan**
    - The City of Maywood is working hard to create a healthy, safe, and environmentally responsible community for all our residents to enjoy. As part of this effort, the city is developing our first Climate Action, Adaptation, and Resilience Plan (CAARP).

The CAARP will provide a roadmap to accelerate greenhouse gas (GHG) emissions reductions and build the capacity of the City and residents to prepare for and address the impacts of climate change

- **School District Policies**
    - LAUSD Green Schoolyards for All Program
- **Non-Profit Partners**
    - Green Schoolyards America
    - Trust for Public Land

Appendix

Maywood's Place Within the Greater Los Angeles Area Watershed: The Emerald Necklace Vision

The rivers flowing from the Angeles National Forest, including the Los Angeles and San Gabriel Rivers, Santa Ana River, and Santa Clara River, play a vital role in supplying water to Southern California communities. Rainfall and snowmelt captured in the forest's upper watersheds feed these rivers, supporting the region's water supply, including the Antelope Valley and are all vital to the greater Los Angeles area. Maywood's eastern border is defined by the lower Los Angeles River which serves as a significant feature for the community. Future plans to develop a greenway along the river will provide residents for education, recreation, and connection to nature. By fostering a relationship between the community and the river, we hope to inspire residents to connect to the river corridor and the public lands from the Mountains to the Sea, including stewardship, and commitment to protect and preserve natural resources within the greater watershed.

Figure 17: Maywood in the Greater Watershed

Maywood's partner, Amigos de los Ríos, has long advocated for the "Mountains to Sea" Emerald Necklace—a natural infrastructure network of parks, green streets, river greenways, and watershed discovery public school campuses designed to integrate nature into the city and support the needs of residents across the greater Los Angeles area. We are excited to be a part of expanding the greater watershed vision to protect nature within our metro area.

Planting in Riverfront Park: Expanding Green Networks

The Maywood Riverfront Park was developed in partnership with the Trust for Public Land (TPL) in 2006 and stands as a transformative example of how the area adjacent to the Los Angeles River was prioritized as a community resource. This park was enhanced with trees and native shrubs in 2016. It is now scheduled for updates by TPL in 2026.

Images of Maywood Riverfront Park

Once an industrial brownfield, this park was remediated into open green space that now provides local residents with direct access to recreational opportunities, and a renewed connection to the natural environment. It is one of the first riverfront parks in Southeast Los Angeles, and demonstrates how investment in river-adjacent spaces can improve public health, support environmental education, and contribute to the broader regional vision of a revitalized Los Angeles River corridor.

Images of LA River regional bike trail adjacent to Maywood Riverfront Park

The LA River regional bike trail adjacent to Maywood Riverfront Park is part of the Lower LA River Project which seeks to revitalize the area. We look forward to an update on the action plan LA River Implementation Advisory Group to see what the action plan is to implement the project. This greenway corridor will serve as a recreational trail, weaving together environmental stewardship and public access along the revitalized riverfront.

The Randolph Rail to River Active Transportation Corridor is a dedicated corridor for biking and walking that is set to open in 2027. It will extend from the Metro A Line Slauson Station along Randolph Street through Bell, Maywood, Huntington Park, and the Florence-Firestone community, and it is important to ensure this path has adequate shade to keep commuters cool and healthy through the heat of Southern California.

Planning is also underway for the Southeast Gateway line, a new light rail transit line that will connect Southeast LA Country to downtown, passing through Maywood.

Historical Context

Social History

For centuries before European arrival, Maywood was home to indigenous groups like the Chumash and Tongva (Gabrieleno) that fostered and cultivated the land. The Chumash and Tongva (Gabrieleno) held close, spiritual relationships to the land, often conducting practices including prescribed burns to keep the land clear and promote the growth of useful plants.

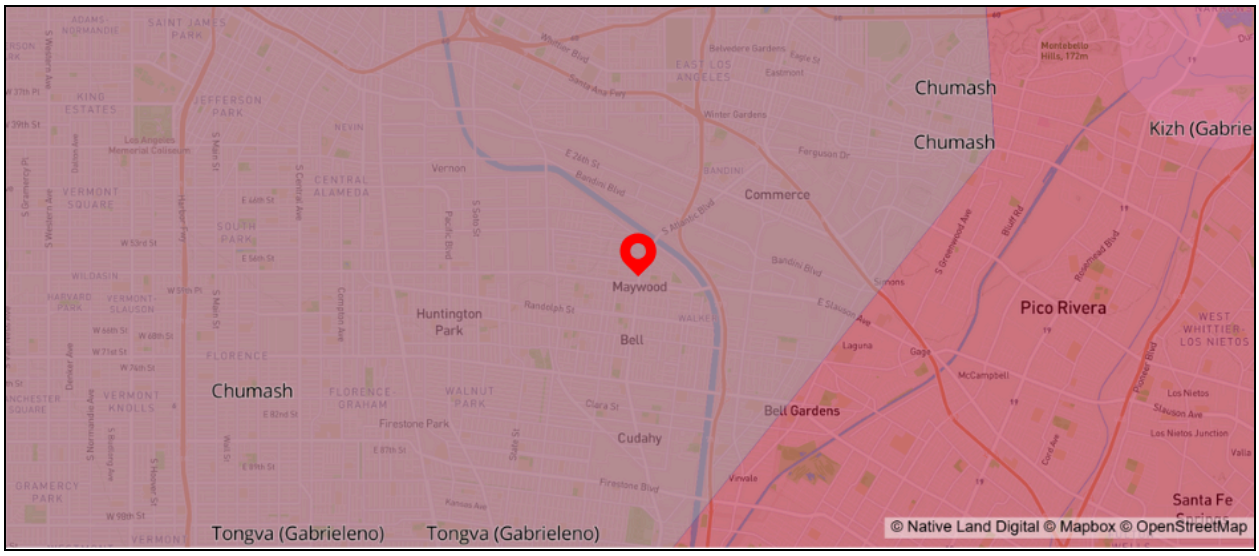


Figure 18: Native Land Digital Map of Indigenous Maywood Land

Legend	
Chumash and Tongva (Gabrieleno)	
Tongva (Gabrieleno)	

In 1781, the historically native land that Maywood sat on was taken by the Spanish crown. For several decades the land remained largely undeveloped except for a cow pasture that eventually turned into a rancho. By 1917, the 2,300 acre rancho was owned by a land development corporation that sold produce to markets in Los Angeles. Soon, the ranch was sold and subdivided to develop Maywood, named after a woman who worked for the land development corporation. On September 2, 1924 Maywood residents voted to incorporate and form their own municipality of about 1,000 people at the time. Maywood has aimed to keep its small town feel with its composition of residential homes, commercial businesses and its position outside of the city center. As of 2023, Maywood consists of a population of about 25,000 people with over 97% of the population identifying as Hispanic or Latino.

Native and Drought-Tolerant Shade Trees

Establishing a resilient and climate-adapted urban canopy is essential for creating a resilient, low-maintenance canopy in Maywood, benefiting the city's long-term environmental health. The

following native and regionally adapted species are prioritized for planting due to their shade coverage, low water requirements, ecological value, and ability to thrive in urban conditions.

- **Desert Willow (Chilopsis linearis):** A small flowering tree that thrives in dry conditions, attracting pollinators with its trumpet-shaped blossoms, highly drought-tolerant.
- **Chitalpa (Chitalpa tashkentensis)**: A hybrid of desert willow and catalpa, combining fast growth, drought tolerance, and showy blooms. Resilient to heat.
- **Western Sycamore (Platanus racemosa):** A large native tree offering excellent shade and wildlife habitat, ideal for parks and wide rights-of-way.
- **London Plane (Platanus acerifolia):** A durable urban tree with tolerance for poor soils and pollution, making it suitable for streetscapes.
- **Coast Live Oak (Quercus agrifolia):** An iconic California evergreen oak, supporting hundreds of native species and providing wide canopy and deep shade.
- **Engelmann Oak (Quercus engelmannii):** A rare Southern California native oak valued for biodiversity, longevity and habitat preservation.
- **Madrone (Arbutus menziesii):** Known for its striking red bark and white flowers, providing year-round beauty and food for birds and pollinators.
- **Bronze Loquat (Eriobotrya deflexa):** A small to medium ornamental tree with glossy leaves and bronze new growth, suitable for compact spaces.
- **Brisbane Box (Lophostemon confertus):** An evergreen street tree with dense canopy and resilience in urban conditions. Does well in compacted urban soils.

These species will build a healthy, climate-ready urban forest that requires minimal supplemental water once established. These species can be planted in high-heat corridors, along major rights-of-way, and in public spaces to maximize canopy cover and urban cooling benefits.

Mediterranean and Low-Water Fruit Trees

In addition to shade trees, Maywood will prioritize the integration of drought-tolerant fruit trees from Mediterranean and semi-arid climates. These species offer environmental benefits while providing direct public health, cultural, and economic value.

Recommended Species:

- Apricot (Moorpark, Blenheim)
- Plum (Santa Rosa)
- Pomegranate (Wonderful, Eversweet, Parfianka)
- Guava (Strawberry, Pineapple)
- Blue Elderberry (Sambucus nigra ssp. caerulea)
- Jujube (Li, Lang)
- Fig (Black Mission)
- Persimmon (Fuyu, Jiro)
- Olive (Manzanillo, Kalamata)
- Mulberry (Pakistan, Persian Black, Black Beauty)

Community Benefits of Fruit Tree Integration

Public Health

- Increases access to fresh, nutrient-dense foods.
- Supports food security in a community with limited access to fresh produce.
- Encourages outdoor activity and engagement in healthy lifestyles.

Community Sharing and Equity

- Promotes neighborhood sharing of surplus harvests.
- Strengthens cultural identity through fruit varieties tied to Maywood's diverse traditions.
- Can support local food banks, schools, and community kitchens.

Climate and Ecological Benefits

- Provides shade and reduces urban heat island effect.
- Requires low to moderate water use once established.
- Enhances local biodiversity by attracting pollinators and birds.

Site Selection and Design Guidance

- Parks and Schools: Large-canopy natives and community-accessible fruit trees can provide shade for recreation and environmental education.

- Residential Rights-of-Way: Narrower species (e.g., Brisbane Box, Desert Willow, Guava) can enhance walkability while providing neighborhood-scale fruit access.
- Community Gardens and Vacant Lots: Clusters of fruit trees can be collectively managed, ensuring equitable distribution of produce.
- Heat Island Mitigation Zones: Larger shade species (e.g., Sycamore, Coast Live Oak) should be prioritized in areas with high pavement concentration and limited green space.

Special Maintenance Considerations

- Guavas (Pink and White) and Avocados (Hass): Require modest supplemental irrigation during establishment and in dry years.
- California Bay Laurel: Requires seasonal pruning to maintain structure and manage growth.
- Fruit-Bearing Species: Require community stewardship for pruning, harvest, and management of fallen fruit to maintain safety and aesthetics.

By integrating native shade trees with Mediterranean fruit trees, Maywood can expand its urban forest canopy while simultaneously addressing public health, equity, and climate resilience. These plantings will create shaded, livable streetscapes, provide fresh food resources, and foster a stronger sense of community stewardship.

Implementing More Green Infrastructure: Low Impact Development

Low Impact Development (LID) includes a variety of green infrastructure such as rain gardens, bioswales, pervious pavements, rain gardens, vegetated filter strips, and tree plantings. These practices work together to naturally manage stormwater by increasing infiltration, reducing runoff, and improving water quality. LID also enhances community resilience by reducing flooding risks, replenishing groundwater supplies, and creating healthier, greener urban spaces. By integrating these methods into both new developments and retrofits of existing neighborhoods, cities like Maywood can reduce the strain on stormwater systems while also improving public spaces for the benefit of residents.

Pervious Pavement

Additional green infrastructure Maywood should consider adopting is previous pavement. Pervious pavement, also called permeable or porous pavement, is a type of paving material that allows water to pass through it, rather than running off into storm drains.

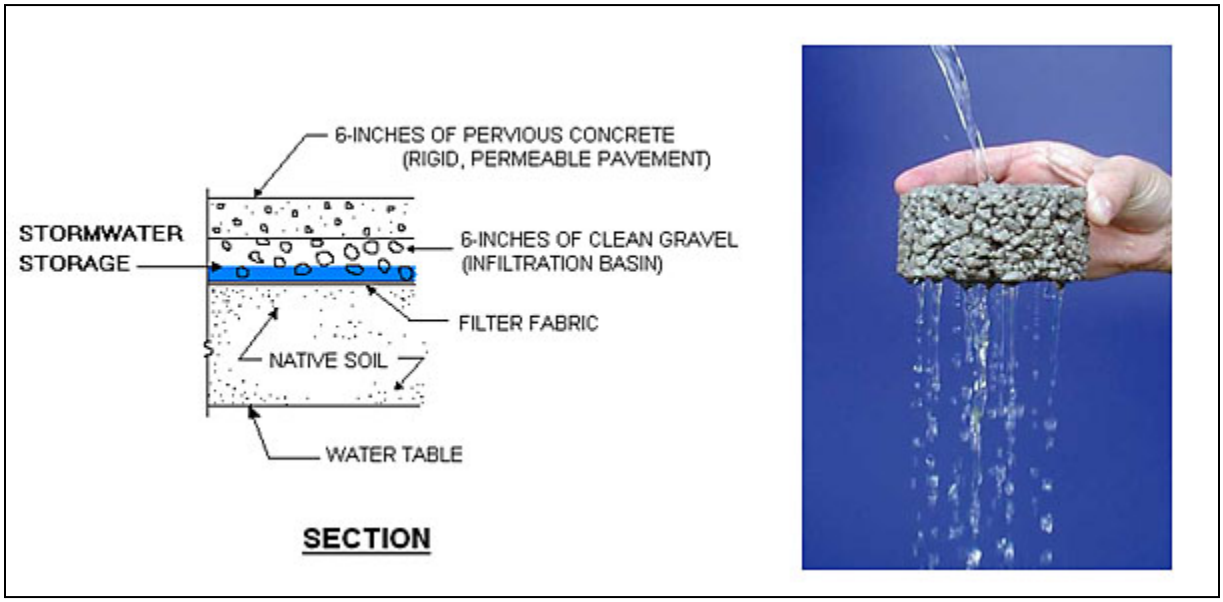


Figure 19: Caltrans Erosion Control Toolbar: Permeable Paving

Instead of forming a solid, impermeable surface like traditional asphalt or concrete, pervious pavement has tiny pores that let rainwater soak through into the ground below. This helps:

- Stop tree roots from lifting concrete as the pervious pavement allows trees to access water easier.
- Reduce flooding and runoff by letting water infiltrate into the ground.
- Recharge groundwater supplies.
- Filter pollutants naturally as water passes through the soil and tree roots.
- Improve stormwater management.

Pervious pavement is especially well-suited for areas where trees will be planted, as it can help prevent issues such as roots lifting sidewalks and curbs.

Bioswales

A bioswale is a gently sloped landscape feature, typically lined with gravel, stones, and vegetation, designed to collect, filter, and infiltrate stormwater. By capturing runoff, bioswales help replenish groundwater supplies, reduce the flow of stormwater into urban drains, and minimize conditions

that allow mosquito populations to thrive. When planted with native trees and shrubs, bioswales provide additional benefits such as increased shade, improved air quality, and valuable habitat for local wildlife. Moreover, bioswales serve as a natural feature that can help connect residents to the Los Angeles River, and a stronger relationship between the community and its local watershed.

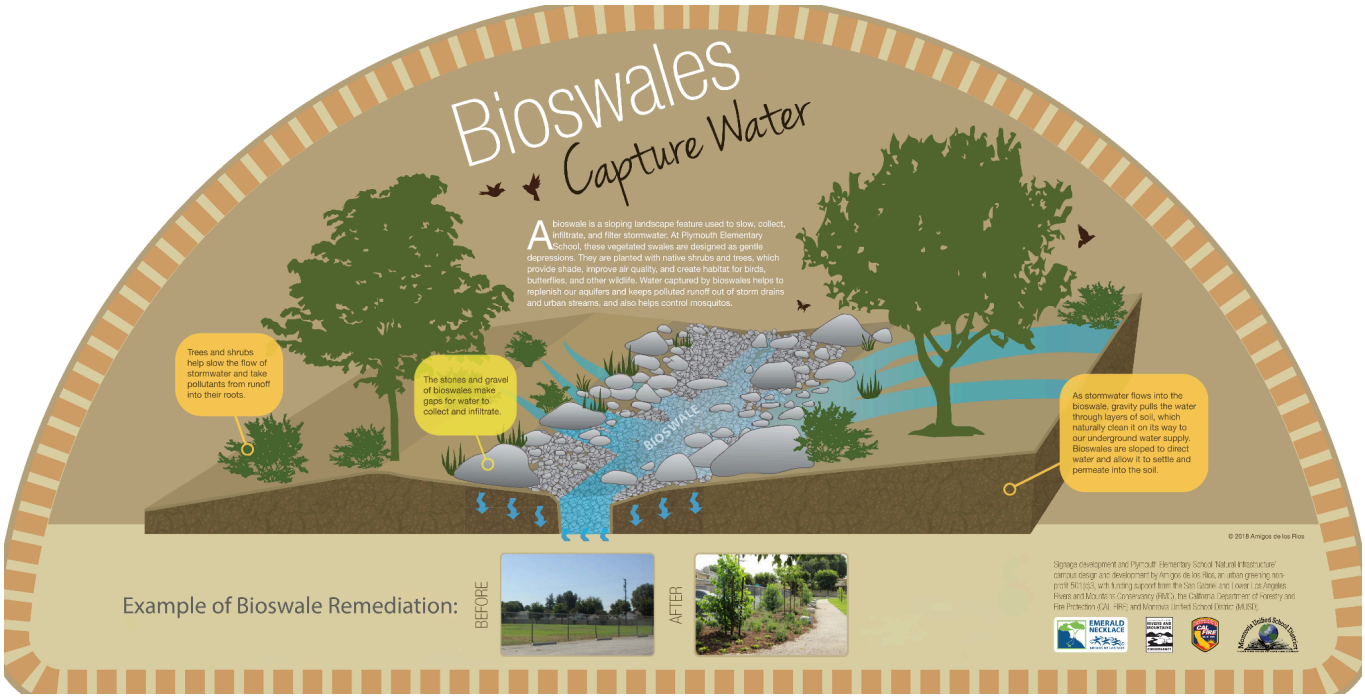


Figure 20: Amigos de los Ríos Bioswale Signage

Importance of Tree Ordinances

Tree ordinances are local laws enacted by a city municipality to protect private and public trees. Ordinances can also help with managing the urban forest, prevent tree loss, and promote sustainable growth and development. By protecting trees, communities are able to also protect their local air and water quality, reduce the urban heat island effect, provide habitat for wildlife, increase property value, and improve the aesthetics of the city.

In the City of Maywood's Municipal Codification, Title 11 labeled Parks and Recreation has two chapters pertaining to public trees.

- Chapter 1 - Tree Planting and Parkway Commissions
- Chapter 2 - Street Trees

The first chapter discusses the creation of the Tree Planting and Parkway Commission for the purpose of maintaining trees in the city. Chapter 2 states the prohibitions regarding the cutting, planting, pruning, or injuring of any tree or shrub on a street. Additionally, trees destroyed or removed must be replaced within 40 days, tree stakes or guards may be placed around trees, shrubs, or plants by property owners to protect them, and piling material around a tree, shrub, or plants that could injure them is prohibited.

While these ordinances are a great baseline, there is room for improvements. Here is a list of recommended ordinances:

- Phasing out palms and other non-native or invasive species and replacing them with a native or drought tolerant tree.
- A water efficient landscaping section that would include planting appropriate trees for specific climate and zones.
- In commercial parking lots, ensuring for every 10-15 parking spaces there is at least one tree planted.

To fully implement this UFMP, the City's Public Works and Building and Planning departments, will need to adopt or amend local landscape and tree requirements so staff can condition future projects. This includes adding minimum shade tree requirements for commercial parking lots, adding tree and screening requirements for industrial uses, and requiring replacement of removed palms with approved canopy species. These amendments will allow staff to cite the UFMP directly in plan check, staff reports, and conditions of approval.

Next Step for Building and Planning (1-2 years):
Building and Planning will draft amendments to the Municipal Code and/or the City's landscape standards within 12–18 months to:

- Require shade trees in commercial parking areas (minimum 1 tree per 10–15 stalls);
- Require industrial and commercial projects to plant trees on site or pay an in-lieu fee that funds UFMP plantings in priority areas;
- Update the City's preferred/protected tree list to phase out palms and non-native invasive species and require replacement with approved canopy trees; and
- Require SB 1383–compliant mulch for all new tree plantings.

These updates will allow Planning and Building staff to apply the UFMP consistently during plan review and inspections

Additional Survey Data

Our most recent survey occurred in 2025 on an Earth Day celebration where we asked participants “Where do you think would be the most beneficial place to plant a tree in Maywood?” and “Which of these California native trees are your favorite?” as seen in the two images below. Participants answering the “Where do you think would be the most beneficial place to plant a tree in Maywood?” question located points mainly around Riverfront Park and at the major intersection of Slauson Ave and Atlantic. These responses redirect Amigos focus on where to plant, showing people want trees with high car traffic and where there is an already established green space. Additionally, participants voted Chitalpa as their favorite California native tree. This vote establishes what native trees should be prioritized to plant and exposes the public to the variety of native trees in their region.

Images from Earth Day 2025 Survey

Citywide Tree Inventory: Important Project Notes

It is important that we note that we were unable to record every tree in the city because the inventorying process only involved the use of aerial maps rather than in-person surveying. Moreover, we want to emphasize that we were not aiming for accuracy in numbers but rather to analyze which areas of Maywood have good canopy and which areas are lacking. Trees may have been not been accounted for or overaccounted for due to these reasons:

- Tree was planted or removed after Google Map Aerial footage was taken
- Tree was clustered with other vegetation and unable to decipher even with Google Street View
- Unable to get a detailed view of trees located on private property using Google Street View
- A tree was hidden under the canopy of another larger tree.

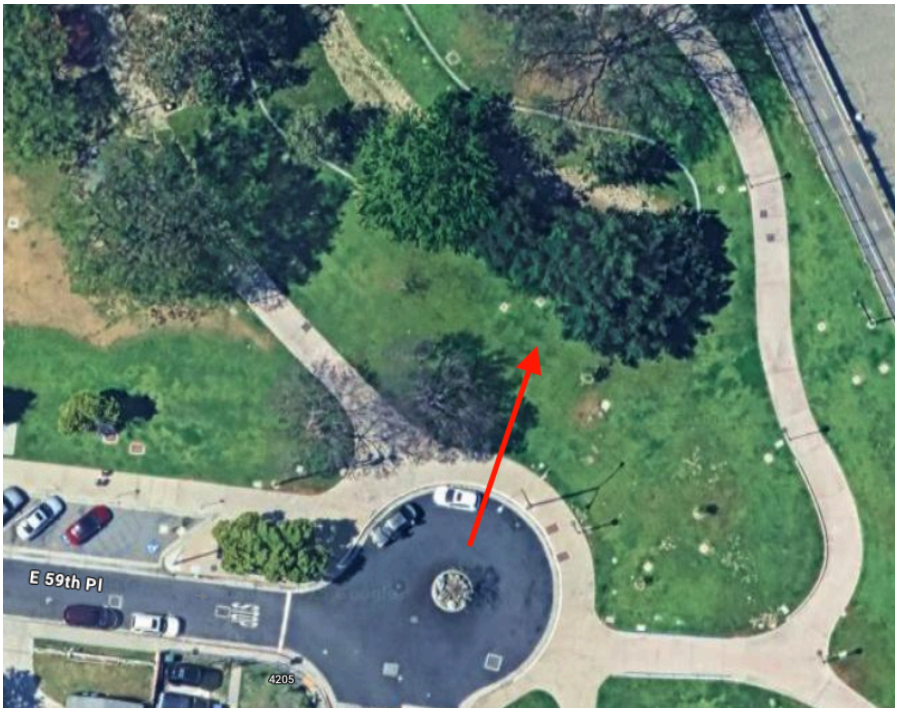
Example of a Cluster of Trees:

Aerial Image of a Cluster of Trees via Tree Plotter

As you can see it is difficult to determine how many *individual* trees there are on this resident's property. We did our best using trees' shadows and the difference in shape or color to identify individual trees.

Example of Trees Not Visible Due to Canopy:

1. The first image shows an aerial image of a section of Riverfront Park in Maywood that has denser tree coverage. The red arrow shows the direction we are looking at for reference for the second image.
2. The second image shows a street view image as well as showing trees that were hidden under a tree canopy.



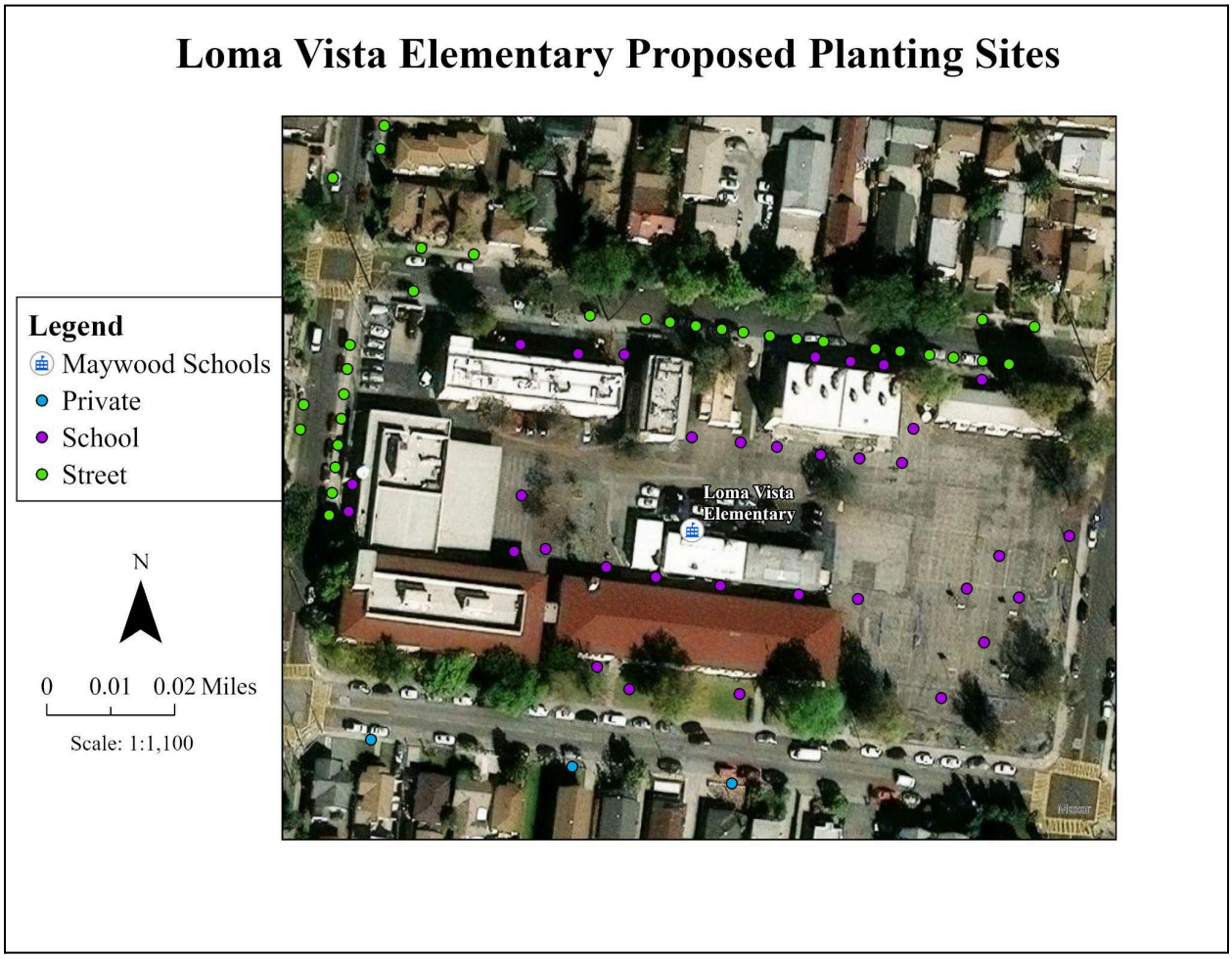
Aerial Image of Riverfront Park via TreePlotter

Google Street View Image of Riverfront Park

School Site Proposed Planting Site Maps

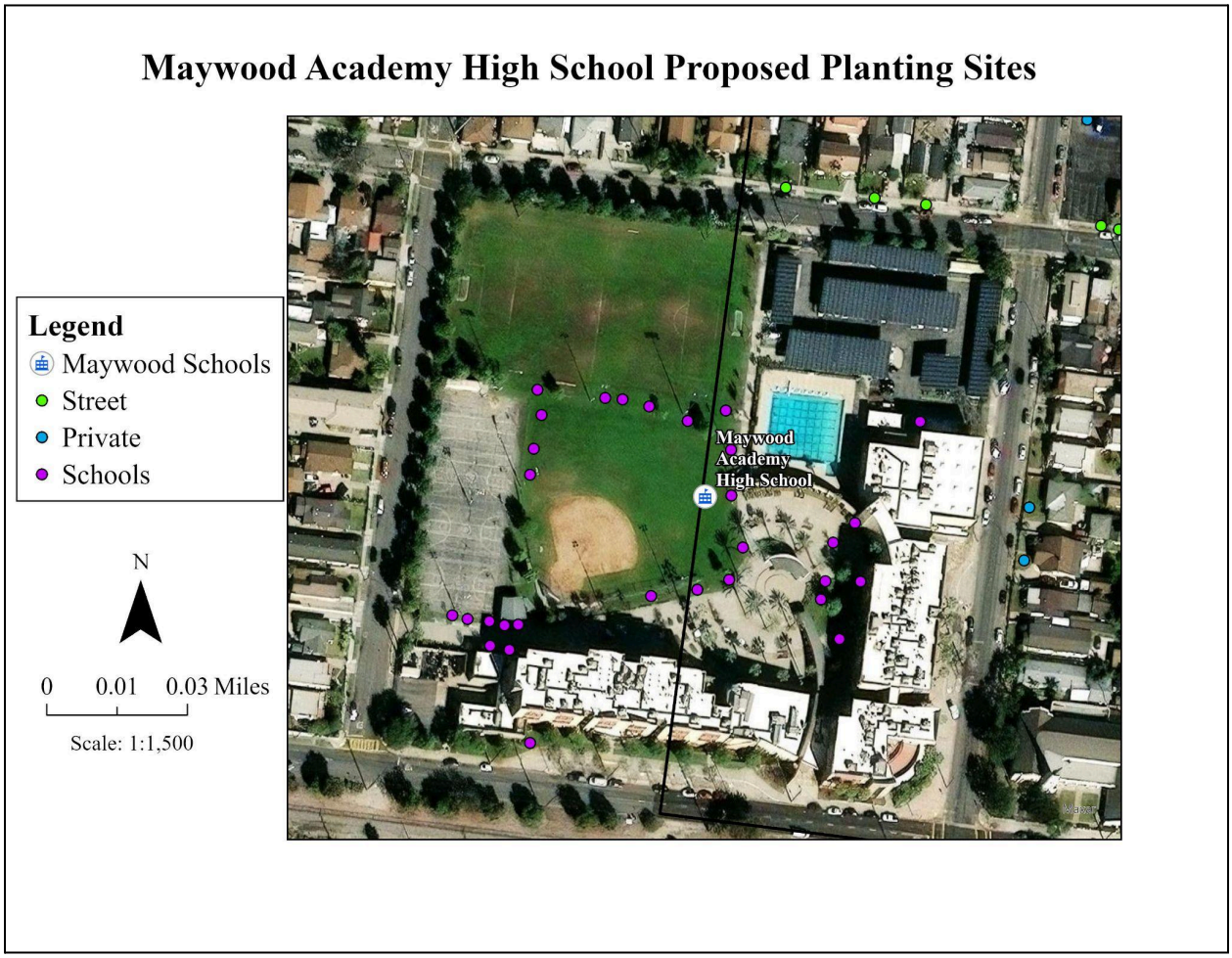
Below are site maps displaying where Amigos has proposed trees on school campuses as well along the adjacent streets. These maps include public schools a part of LAUSD and Clemente Charter School (connected to Fishburn Ave Elementary and Heliotrope Elementary). In the future, we hope to collaborate with these schools to add shade trees.

Loma Vista Elementary School



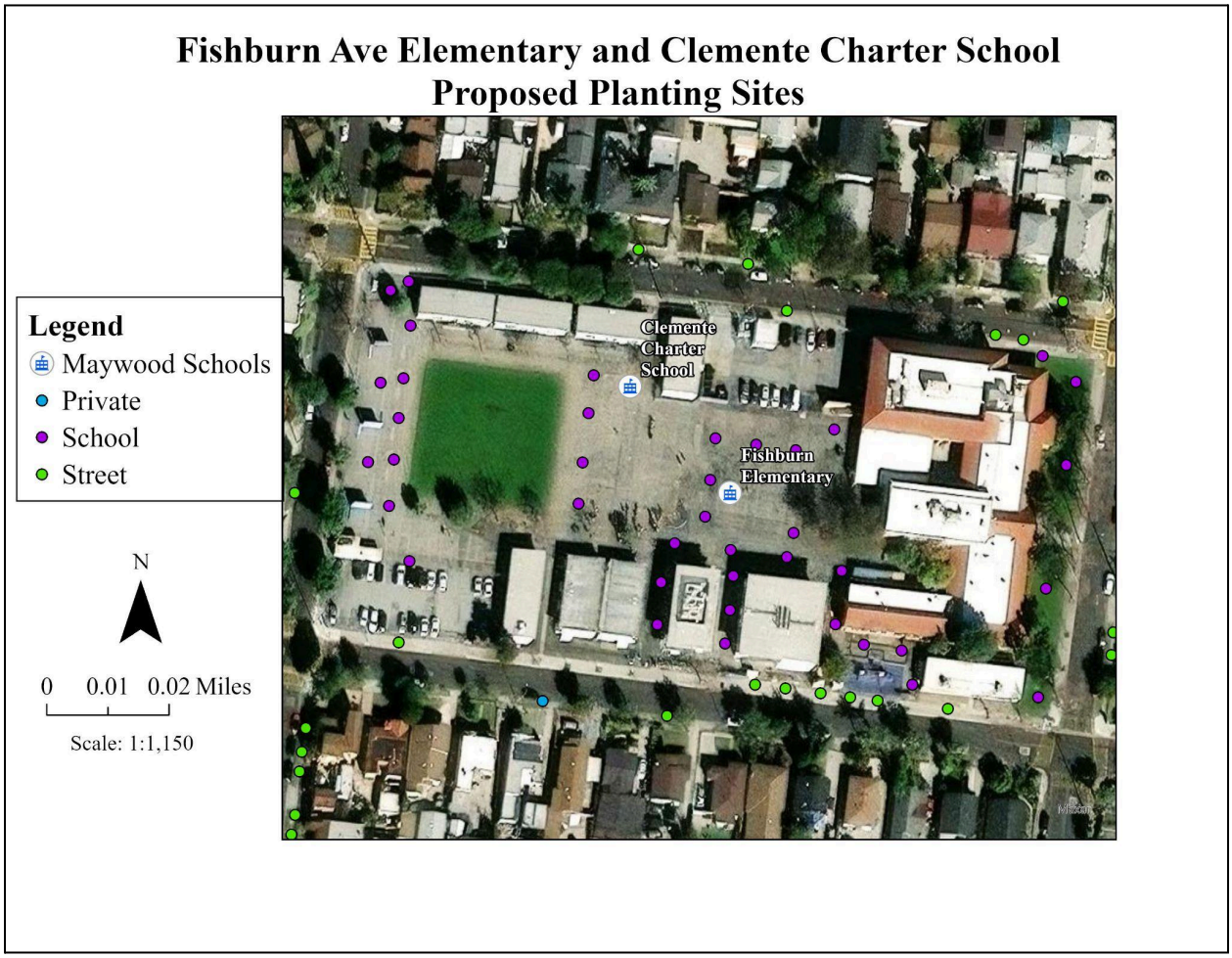
	Current	Proposed
Canopy	12%	24%
School Trees	38	34
Street Trees	3	23

Maywood Academy High School



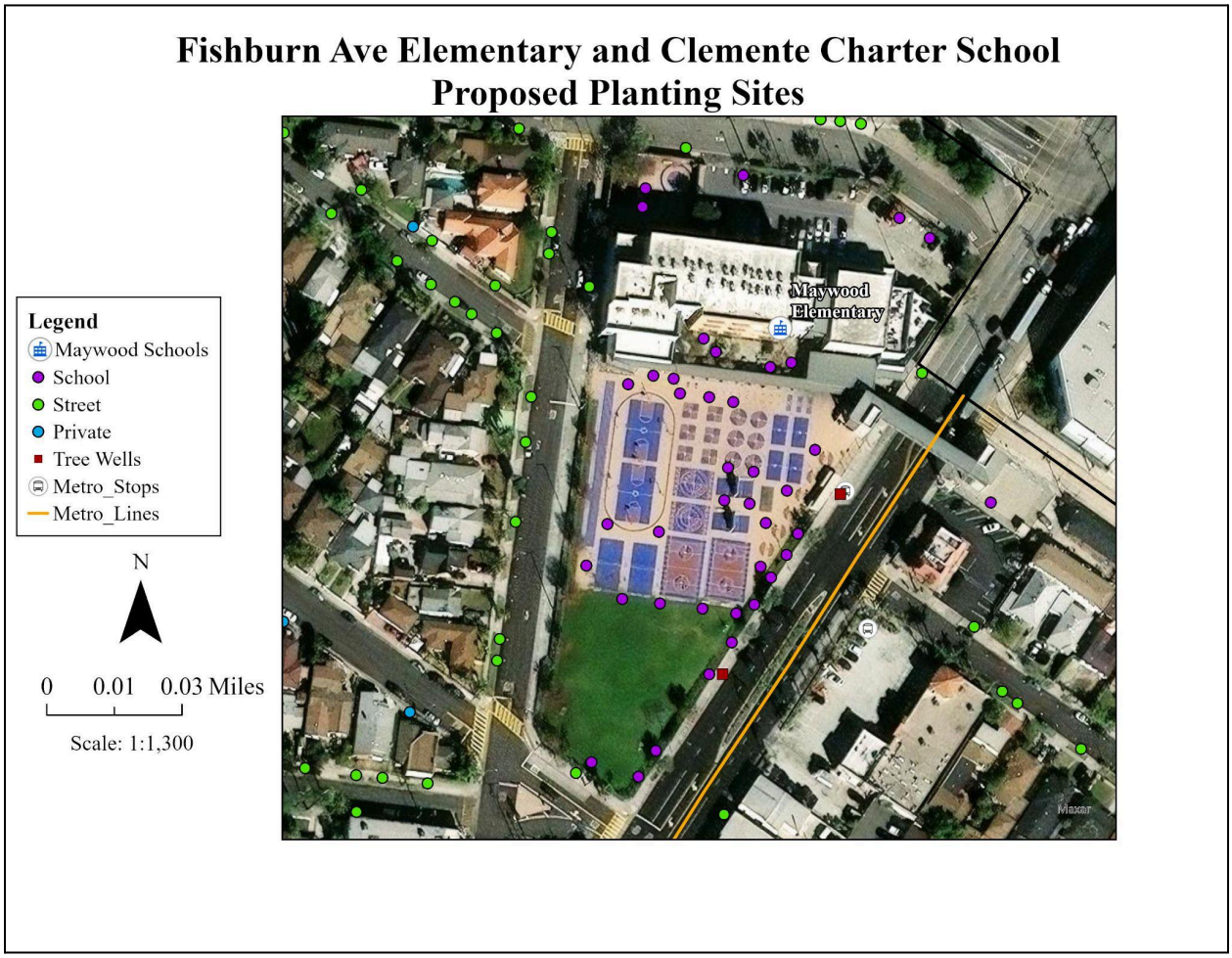
	Current	Proposed
Canopy	15%	20%
School Trees	96	30
Street Trees	56	0

Fishburn Ave Elementary and Clemente Charter School



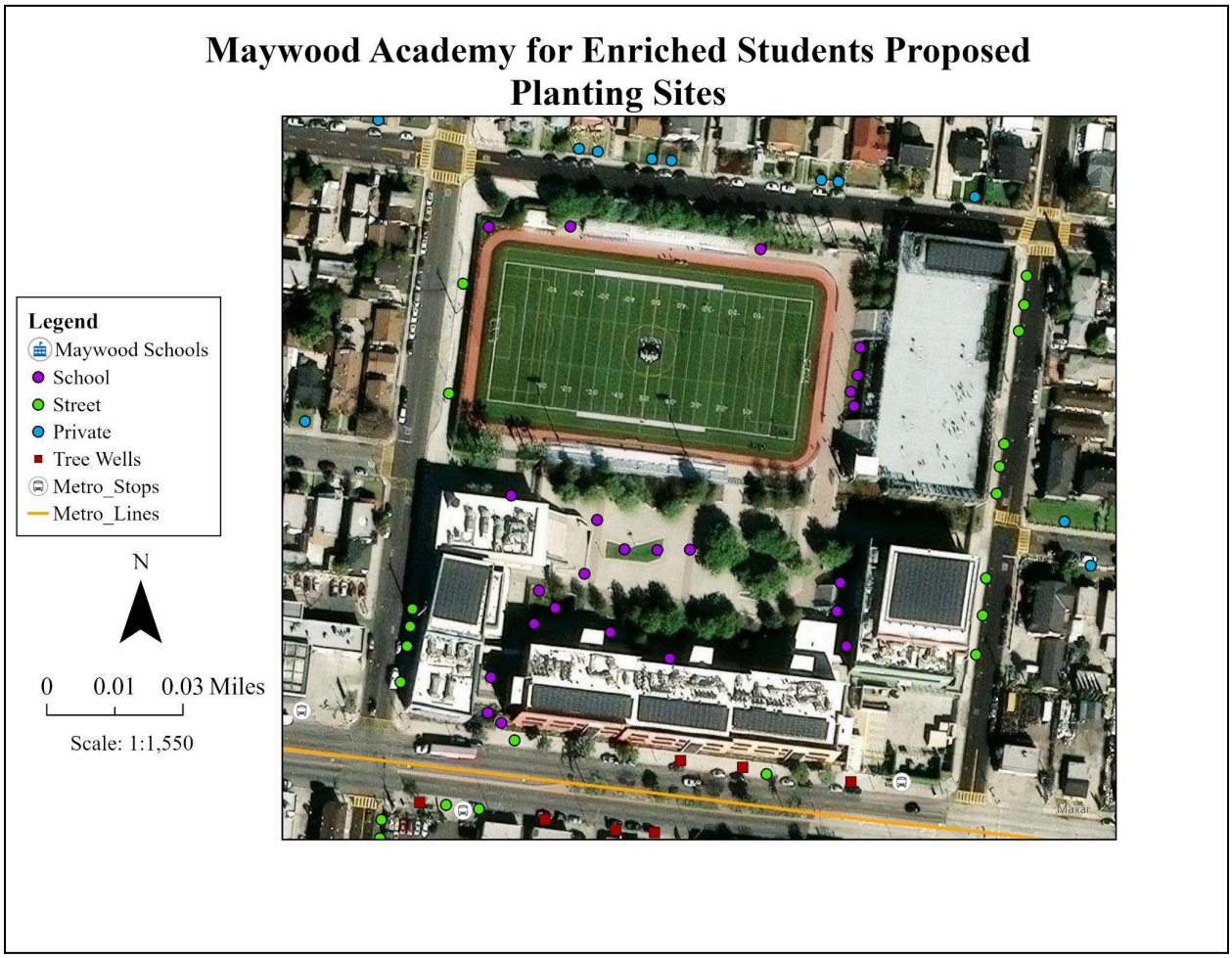
	Current	Proposed
Canopy	7.5%	14%
School Trees	30	40
Street Trees	32	9

Maywood Elementary School



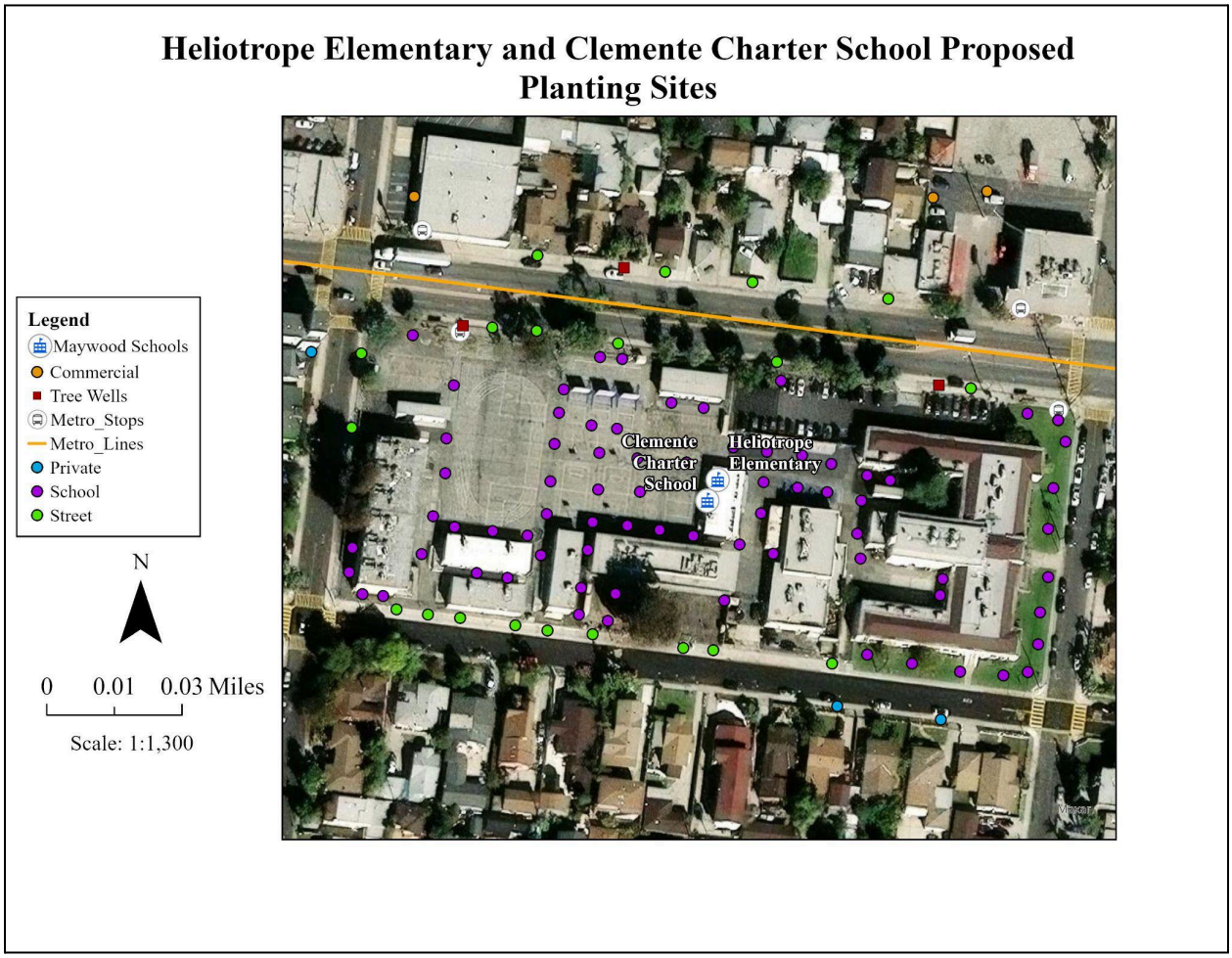
	Current	Proposed
Canopy	3%	8%
School Trees	15	41
Street Trees	16	5

Maywood Center for Enriched Studies



	Current	Proposed
Canopy	15%	20%
School Trees	81	
Street Trees	21	21

Heliotrope Elementary and Clemente Charter School



	Current	Proposed
Canopy	6%	22%
School Trees	23	73
Street Trees	9	17

Additional Information

Provided by the LA County Public Works

- Parkway Trees Brochure
- Parkway Trees and Concrete Brochure
- Parkway Tree Care Door Hanger
- Parkway Trees and Sewer Laterals
- How To Care for Trees in a Drought

The City of Maywood Municipal Code

- https://library.municode.com/ca/maywood/codes/municipal_code?nodeId=TIT10PARE_CH3PUPA_10-3.01UNAC

City of Maywood Urban Forest WCA App

- https://cityofmaywood-urbanforest.wca.app/

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RESOLUTION NO. PC 26-0479

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MAYWOOD, CALIFORNIA, RECOMMENDING THE CITY COUNCIL ADOPT THE CITY OF MAYWOOD URBAN FOREST MANAGEMENT PLAN AND DETERMINE THE APPROPRIATE CEQA DETERMINATION

WHEREAS, the City of Maywood was awarded an Urban Forest Management Activities Grant from Cal Fire to support tree planting, community stewardship, and development of the Urban Forest Management Plan (UFMP), implemented in partnership with Amigos de los Rios; and

WHEREAS, the UFMP establishes a comprehensive, long-term strategy for managing, protecting, and expanding Maywood's urban forest, including assessments of existing conditions, environmental benefits, tree species selection guidance, and policies for maintenance and planting; and

WHEREAS, the UFMP supports the City's General Plan Safety Element by advancing climate-resilience and hazard-mitigation strategies, including tree-based approaches to reducing extreme urban heat and improving environmental and public health outcomes; and

WHEREAS, the City has engaged the community through tree-planting events, education, and outreach, and continues to implement a 200-tree planting program using drought-tolerant, climate-resilient species in accordance with Cal Fire standards; and

WHEREAS, adoption of the UFMP ensures proactive, coordinated, and equitable urban forest management and is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3);

WHEREAS, On March 17, 2026, the Planning Commission held a Public Hearing to recommending that the City Council adopt the City of Maywood Urban Forest Management Plan and determine the appropriate CEQA determination.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF MAYWOOD DOES RESOLVE AS FOLLOWS:

Section 1. The recitals set forth in this Resolution are true and correct and incorporated herein as if set forth in full.

Section 2. The Planning Commission hereby accepts and adopts the Urban Forest Management Plan (UFMP) as the City's guiding document for the long-term management, protection, and expansion of Maywood's urban forest.

Section 3. The Planning Commission further finds, determines, and declares that the Urban Forest Management Plan is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3), the common-sense exemption, as it can be seen with certainty that there is no possibility the adoption of the Plan may have a significant effect on the environment.

Section 4. The Planning Commission held a duly noticed public hearing on March 17, 2026, at which it considered, staff reports, oral and written, and the testimony and evidence of all those wishing to be heard.

Section 5. The Planning Commission has reviewed City of Maywood Urban Forest Management Plan and recommends that the City Council adopt the City of Maywood Urban Forest Management Plan and determine the appropriate CEQA determination.

Section 6. The Secretary shall certify the adoption of this Resolution No. PC 26-0479.

PASSED, APPROVED AND ADOPTED THIS 17th day of March 2026.

AYES:

NAYES:

ABSENT:

ABSTAIN:

_____
Angelina Martinez
Planning Commission Chairperson

ATTEST:

_____
Daisy Guerrero
Planning Secretary