

Final

NORWALK BICYCLE MASTER PLAN
Initial Study/Mitigated Negative Declaration

Prepared for
City of Norwalk

February 2022



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SECTION 1

Final IS/MND and Public Comments

This Final Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and CEQA Guidelines (California Administrative Code Section 1500 et seq.). The Final IS/MND incorporates, by reference, the IS/MND (included here as Appendix AA) prepared by the City of Norwalk (City) for the Norwalk Bicycle Master Plan Project (State Clearinghouse No. 2022010120) as it was originally published.

The IS/MND for the project was circulated for public review for 30 days, from January 10, 2022 through February 8, 2022, in accordance with the requirements of *CEQA Guidelines* Section 15072(a). No comments from State or local agencies or members of the public were received on the IS/MND for the project. As a result, the City has not had to respond to any comments. The City has determined that the IS/MND are required. These changes are outlined in Chapter 2 of this Final IS/MND.

Chapters 1 through 3, together with the IS/MND, constitute the Final IS/MND for the Project.

SECTION 2

Errata

The following revisions to the text as presented herein are incorporated into the IS/MND. Underlines indicate where additions were made to the original text. ~~Strikeout~~ indicates where the original text was deleted. The locations of revisions are identified according to section number and/or page number from the IS/MND. Revisions to the IS/MND have not resulted in new significant impacts or mitigation measures or increased the severity of an impact.

Changes Made by the Lead Agency

Section VII Geology and Soils

Page 40 Clarification/Revision

The following changes has been made to Section VII. Geology and Soils to include the results of the paleontological records search.

- f) **Less than significant with mitigation incorporated.** A review of the Geologic map of the Whittier and La Habra quadrangles (western Puente Hills) Los Angeles and Orange Counties, California (Dibblee and Ehrenspeck 2001) was conducted to assess the potential for paleontological resources to occur within the BMP recommended project area. Geologic maps indicate that the majority of the BMP recommended project area is underlain by Holocene-age alluvial deposits (Qa). ~~These~~ The remaining, northeastern portion of the BMP recommended Project area is underlain by Pleistocene-age elevated and dissected alluvial sand and gravel deposits (Qoa). The Qa sediments are too young to contain fossilized remains and shallow ground disturbance is not likely to encounter unique paleontological resources in areas underlain by these sediments. The remainder of the BMP recommended project area is underlain by Pleistocene-age alluvial deposits, which do have the potential to contain fossils. Ground disturbance in these areas However, the Qa sediments are underlain by Qoa at depth. Qoa sediments are of appropriate age to contain fossils. A paleontological resources database search was conducted by the LACM, which entailed an examination of current geologic maps and known fossil localities within the proposed BMP recommended Project area and vicinity (Bell, 2021). The purpose of the database search was to: (1) determine whether any previously recorded fossil localities occur in the proposed Project area or vicinity; (2) assess the potential for disturbance of these localities during construction; and (3) assist in evaluating the paleontological sensitivity of the BMP recommended Project area. The LACM database search results indicate that no fossil localities have been recorded within the Project area. However, there are fossil localities in the vicinity from the same sedimentary deposits that occur in the BMP recommended Project area, particularly

within unknown Pleistocene formations (Qoa). While fossil localities are also noted in the La Habra formation, this formation is not mapped at surface within the BMP recommended Project area. Ground disturbance in areas where Pleistocene-age deposits occur (at surface in the northeastern portion of the BMP recommended Project area and at depth below 5 feet within the remainder of the BMP recommended Project area) have the potential to encounter unique paleontological resources. In the event that unique paleontological resources are encountered during ground disturbing activities, the resource could be directly or indirectly destroyed resulting in a significant impact under CEQA. No unique geologic features are known to occur within the project area. With the incorporation of **Mitigation Measures GEO-1**, potential impacts to unique paleontological resources and unique geologic features under CEQA would be reduced to less than significant.

Page 40 Clarification/Revision

The following modification has been made to Mitigation Measure GEO-1.

GEO-1: Paleontological Monitoring and Paleontological Resources Discovery. The City shall retain a Qualified Paleontologist (meeting the Society of Vertebrate Paleontology's [SVP, 2010]) to implement all mitigation paleontological mitigation and who shall conduct construction worker paleontological resources sensitivity training prior to the start of ground disturbing activities. Paleontological monitoring shall be conducted during ground-disturbing activities for: (1) all areas where Pleistocene-age alluvium (Qoa) is mapped at surface, and (2) during ground-disturbing activities below 5 feet in Quaternary alluvium (Qa) or until the contact with Pleistocene alluvium is better determined. Monitoring shall be conducted by a qualified paleontological monitor (SVP, 2010) and shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting sediment samples to wet or dry screen to test promising horizons for smaller fossil remains. Monitoring may be modified by the Qualified Paleontologist based on observed geologic conditions. If a paleontological resource is discovered during construction, all Project-related ground disturbing activities within a 100-foot buffer around of the find shall be temporarily diverted to facilitate evaluation of the discovery until the Qualified Paleontologist has inspected the find and made recommendations and the City shall be immediately notified of the find. Work shall be allowed to continue outside of the buffer area. ~~The City shall retain a Qualified Paleontologist (meeting the standards of the Society for Vertebrate Paleontology (2010)) to assist with the discovery. At the Qualified Paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor should assist in removing rock samples for initial processing and evaluation of the find.~~ All significant fossils shall be collected by the paleontological monitor and/or the ~~Qualified~~ **Qualified** Paleontologist. Collected fossils shall be prepared to the point of identification and catalogued before they are submitted to their final repository. Any fossils collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the LACM, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they should be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs should also be filed at the repository and/or school.

Page 41 **Clarification/Revision**

The following references have been added to Section VII, Geology and Soils.

Bell, A. 2021. Paleontological Resources Records Search Results from the Natural History Museum of Los Angeles County for the Norwalk Bicycle Master Plan Project.

Society of Vertebrate Paleontology (SVP). 1995. Assessment and mitigation of adverse impacts to nonrenewable paleontologic resources: standard guidelines. Society of Vertebrate Paleontology News Bulletin 163:22-27.

———. 2010. Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. Electronic document. http://vertpaleo.org/The-Society/Governance-Documents/SVP_Impact_Mitigation_Guidelines.aspx, accessed 2021.

SECTION 3

Mitigation Monitoring and Reporting Program

The Mitigation Monitoring and Reporting Program (MMRP) for the Project has been prepared in accordance with Public Resources Code Section 21081.6 and *State CEQA Guidelines* Section 15091(d). The City of Norwalk will use this MMRP to track compliance with the project mitigation measures. The City Council will consider the MMRP during the certification hearing for the Initial Study (IS) / Mitigated Negative Declaration (MND). The MMRP will incorporate all mitigation measures adopted for the Project.

This MMRP summarizes potentially significant impacts and mitigation commitments identified in the Norwalk Bicycle Master Plan IS/MND. **Table 3-1** provides the MMRP which includes all mitigation measures, project design feature, monitoring process, monitoring timing, and responsible persons/agency for implementation. Impacts and mitigation measures are presented in the same order as in the Project IS/MND. The columns in the table provide the following information:

Mitigation Measures: The action(s) that will be taken to reduce the impact to a less-than-significant level.

Monitoring Process: This column outlines the appropriate steps to implement and verify compliance with the mitigation measures.

Monitoring Timing: This column indicates the general schedule for conducting each monitoring task, either prior to construction, during construction, and/or after construction.

Responsible Person(s): This column lists the agency responsible for ensuring implementation of the mitigation measure.

Norwalk Bicycle Master Plan Initial Study / Mitigated Negative Declaration

**TABLE 3-1
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Monitoring Process	Monitoring Timing	Responsible Person(s)
Biological Resources			
<p>BIO-1: Vegetation removal shall be conducted between September 1 and January 31, outside the typical nesting season for birds in the region. If vegetation removal must occur during the typical nesting season (February 1 – August 31), a qualified biologist shall conduct a pre-construction survey for active nests within areas that will be subject to vegetation removal, construction noise, and/or ground disturbances, including a 100 to 300-foot buffer around existing trees and landscaped areas, to identify any potential active nests. Buffer distances should be adjusted at the discretion of the biologist based on the location of the nest, species, and surrounding land uses. If no sign of nesting activity is observed, construction may proceed without potential impacts to nesting birds.</p> <p>If an active nest is observed during the pre-construction clearance survey, an adequate buffer determined by the qualified biologist shall be established around the active nest depending on sensitivity of the species and proximity to construction activity and impact areas. Onsite construction monitoring may also be required to ensure that no direct or indirect impacts occur to the active nest or nesting activities. Construction activities shall be avoided within the buffer, unless otherwise approved by the monitoring biologist (e.g., vehicles could pass through buffer areas while jackhammering would be restricted). Buffers shall be clearly marked and defined to restrict certain activities where they could result in nest failure, and shall remain in place until nests are no longer active, as determined by the monitoring biologist.</p>	<p>Conduct vegetation removal outside of the nesting bird season, if possible or conduct pre-construction surveys during nesting bird season.</p> <p>Determine buffer and clearly mark construction areas if active nests are found</p>	<p>Prior to Construction, During Construction</p>	<p>City of Norwalk and Construction Contractor</p>
<p>BIO-2: Prior to commencement of construction activities, a qualified biologist shall conduct a pre-construction bat survey where ground disturbing, tree removal or construction noise exceeding 60dB activities are proposed, including and up to 300-foot buffer in areas where bat roosting may occur. If bats are determined to be roosting, the biologist shall determine whether a day roost (nonbreeding) or maternity roost (lactating females and dependent young) is present. If a day roost is determined to be present within areas surveyed, the biologist shall ensure that direct mortality to roosting individuals will not occur. If a maternity roost is determined to be present within 300 feet from the work areas, a qualified biologist shall determine whether construction activities are likely to disturb breeding activities and to determine an appropriate buffer size to prevent roost abandonment.</p> <p>If direct disturbance to the maternity roost could occur, a Bat Exclusion Plan shall be prepared in consultation with CDFW and subsequently implemented after young have been weaned. At a minimum, the plan shall include avoidance and minimization measures to reduce potential impacts to breeding bats during construction activities and prescribed methods to safely and humanely evict bats from the roost subsequent to young bats roost dispersal to minimize any potential impacts.</p>	<p>Conduct pre-construction bat surveys</p> <p>Prepare Bat Exclusion Plan if direct disturbance to maternity roost could occur</p>	<p>Prior to Construction, During Construction</p>	<p>City of Norwalk and Construction Contractor</p>
Cultural Resources			
<p>CUL-1: Prior to the start of ground disturbing activities, the City shall retain a Qualified Archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for</p>	<p>Retain a qualified archaeologist</p>	<p>Prior to Construction</p>	<p>City of Norwalk and Construction Contractor</p>

**TABLE 3-1
MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)**

Mitigation Measures	Monitoring Process	Monitoring Timing	Responsible Person(s)
<p>archaeology (U.S. Department of the Interior 2012) to support the implementation of cultural resources mitigation measures.</p>			
<p>CUL-2: Prior to the start of ground disturbing activities, the Qualified Archaeologist shall provide cultural resources sensitivity training for all construction personnel. Construction personnel shall be informed of the types of archaeological resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. The City shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.</p>	<p>Retain a qualified archaeologist Conduct worker training</p>	<p>Prior to Construction, During Construction</p>	<p>City of Norwalk and Construction Contractor</p>
<p>CUL-3: Native American monitoring shall be conducted for ground disturbing activities in areas or at depths with limited or no previous disturbances. Native American monitoring may be reduced or discontinued in coordination with the City and the Native American monitor based on observations of limited to no potential based on stratigraphy or evidence of previous disturbances. The Native American monitor shall be empowered to halt or redirect ground-disturbing activities away from the vicinity of a discovery until the Qualified Archaeologist has evaluated the discovery and determined appropriate treatment. The Native American monitor shall keep daily logs detailing the types of activities that occurred and observations. Daily logs shall be submitted to the City on a weekly basis.</p>	<p>Monitor during construction</p>	<p>During Construction</p>	<p>City of Norwalk and Construction Contractor</p>
<p>CUL-4: In the event of the unanticipated discovery of archaeological materials, the City shall immediately cease all work activities in the area (within approximately 50 feet) of the discovery until it can be evaluated by the Qualified Archaeologist. Construction shall not resume until the Qualified Archaeologist has conferred with the City on the significance of the resource and treatment has been implemented.</p> <p>If it is determined that the discovered archaeological resource constitutes a historical resource or a unique archaeological resource pursuant to CEQA, avoidance and preservation in place shall be the preferred manner of mitigation. Preservation in place maintains the important relationship between artifacts and their archaeological context. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is determined to be infeasible and data recovery through excavation is the only feasible mitigation available, an Archaeological Resources Treatment Plan shall be prepared and implemented by the Qualified Archaeologist in consultation with the City that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource. The City shall consult with appropriate Native American representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered.</p>	<p>In the event of unanticipated discovery, stop work and a Qualified Archaeologist shall assess discovery and make recommendations as to appropriate treatment</p>	<p>During Construction</p>	<p>City of Norwalk and Construction Contractor</p>
<p>CUL-5: If human remains are encountered, all work shall halt in the vicinity (within 50 feet) of the find and the Los Angeles County Coroner shall be contacted in accordance with PRC Section 5097.98 and Health and Safety Code Section 7050.5. If the County Coroner determines that the remains are Native American, the NAHC shall be notified in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by Assembly Bill 2641). The NAHC shall designate a Most Likely Descendent (MLD)</p>	<p>If human remains are found, coordinate with Los Angeles County Coroner, and contact the NAHC</p>	<p>During Construction</p>	<p>City of Norwalk and Construction Contractor</p>

**TABLE 3-1
MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)**

Mitigation Measures	Monitoring Process	Monitoring Timing	Responsible Person(s)
<p>for the remains per PRC Section 5097.98. Until the landowner has conferred with the MLD, the City shall ensure the immediate vicinity where the discovery occurred is not disturbed by further activity, is adequately protected according to generally accepted cultural or archaeological standards or practices, and that further activities take into account the possibility of multiple burials.</p>	<p>Retain a paleontologist Conduct paleontological monitoring In the event of unanticipated discovery, stop work and a Qualified Paleontologist shall assess discovery and make recommendations as to appropriate treatment</p>	<p>During Construction</p>	<p>City of Norwalk and Construction Contractor</p>
<p>GEO-1: The City shall retain a Qualified Paleontologist (meeting the Society of Vertebrate Paleontology's [SVP, 2010]) to implement all mitigation paleontological mitigation and who shall conduct construction worker paleontological resources sensitivity training prior to the start of ground disturbing activities. Paleontological monitoring shall be conducted during ground-disturbing activities for: (1) all areas where Pleistocene-age alluvium (Qoa) is mapped at surface, and (2) during ground-disturbing activities below 5 feet in Quaternary alluvium (Qa) or until the contact with Pleistocene alluvium is better determined. Monitoring shall be conducted by a qualified paleontological monitor (SVP, 2010) and shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting sediment samples to wet or dry screen to test promising horizons for smaller fossil remains. Monitoring may be modified by the Qualified Paleontologist based on observed geologic conditions. If a paleontological resource is discovered during construction, all Project-related ground disturbing activities within a 100-foot buffer around of the find shall be temporarily diverted to facilitate evaluation of the discovery until the Qualified Paleontologist has inspected the find and made recommendations. Work shall be allowed to continue outside of the buffer area. All significant fossils shall be collected by the paleontological monitor and/or the Qualified Paleontologist. Collected fossils shall be prepared to the point of identification and catalogued before they are submitted to their final repository. Any fossils collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the LACM, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they should be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs should also be filed at the repository and/or school.</p>			

Draft

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- A. Bicycle Master Plan

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ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
AQMP	Air Quality Management Plan
ATCM	Air Toxics Control Measure
BAC	Bicycle Advisory Committee
BC3	Business Council on Climate Change
BMP	Bicycle Master Plan
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGS	California Geologic Survey
CNDDB	California Natural Diversity Data Base
CNMC	City of Norwalk Municipal Code
CNPS	California Native Plant Society
CRHR	California Register of Historical Resources
CWA	Clean Water Act
DOC	California Department of Conservation
DTSC	California Department of Toxic Substances Control
EIR	environmental impact report
FEMA	Federal Emergency Management Agency
LADOT	Los Angeles Department of Transportation
LAFD	Los Angeles County Fire Department
LASD	Los Angeles County Sheriff's Department
LSAA	Lake or Streambed Alteration Agreement
LUST	leaking underground storage tank
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendent
MND	mitigated negative declaration
NAHC	Native American Heritage Commission
ND	negative declaration
NO _x	nitrogen oxides
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
OPR	Office of Planning and Research
O-S	Open-Space
PM ₁₀	respirable particulate matter
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SLF	Sacred Lands File

Acronym/Abbreviation	Definition
SMARA	California Surface Mining and Reclamation Act
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
USACE	U.S. Army Corps of Engineers
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compounds
WDR	Waste Discharge Requirement

CHAPTER 1

Introduction

1.1 Overview

The city of Norwalk (City), as the lead agency under the California Environmental Quality Act (CEQA), has prepared this Initial Study/Mitigated Negative Declaration (MND) to evaluate the potential environmental impacts associated with the Norwalk Bicycle Master Plan (BMP or Project). The City of Norwalk (City) is preparing a Bicycle Master Plan (BMP), which establishes the City's vision and comprehensive approach to improving biking in Norwalk. The BMP would be a program level planning document that lays out the steps for the City to promote and enhance biking in the City. The BMP identifies facility needs, recommended improvement projects (including priority projects), programs, and policies intended to encourage biking throughout Norwalk. The Draft BMP is included as Appendix A of this document.

1.2 CEQA Requirements

Approval of the BMP is a discretionary action and is therefore subject to the requirements of CEQA (Public Resources Code [PRC], Division 13, Sections 21000–21177) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, Sections 15000–15387). Initial Studies/Environmental Checklist Forms such as this document are typically used as a basis for deciding whether to prepare an environmental impact report (EIR), a mitigated negative declaration (MND), or a negative declaration (ND) for a project, pursuant to CEQA.

An Initial Study/Environmental Checklist Form is intended to satisfy the requirements of CEQA (PRC Division 13, Sections 21000-21177) and the State CEQA Guidelines (14 CCR 15000-15387). CEQA encourages lead agencies and applicants to modify their projects to avoid significant adverse impacts. Per CEQA (14 CCR 15070), an MND may be prepared for a project subject to CEQA when an Initial Study has identified potentially significant impacts on the environment, but revisions have been made or mitigation has been added so that no significant impacts on the environment would result from project implementation. Based on the findings of the Initial Study, the city has determined that preparation of an MND is the appropriate method to present environmental review of the BMP in compliance with CEQA.

1.3 Terminology

The following terms are used to describe the level of significance of impacts.

- A finding of *no impact* is used if the analysis concludes that a project would not affect the particular topic area in any way.

- An impact is considered *less than significant* if the analysis concludes that a project would cause no substantial adverse change to the environment and requires no mitigation.
- An impact is considered *less than significant with mitigation incorporated* if the analysis concludes that a project would cause no substantial adverse change to the environment provided that environmental commitments or other enforceable measures are included as part of the Proposed Project.
- An impact is considered *potentially significant* if the analysis concludes that a project could have a substantial adverse effect on the environment.

1.4 Initial Study Organization

The content and format of this report are designed to meet the requirements of CEQA. This Initial Study/MND identifies the potential environmental impacts of the BMP to support the decision to prepare an MND. The report contains the following sections.

Chapter 1, Introduction, identifies the purpose and scope of the Initial Study/MND.

Chapter 2, Environmental Checklist, presents the checklist responses for each resource topic. This section includes the project description and identifies the potential impacts of implementing the BMP, and identifies all references and individuals cited in this Initial Study/MND.

CHAPTER 2

Environmental Checklist

2.1 Initial Study

1. **Project Title:** Norwalk Bicycle Master Plan
2. **Lead Agency Name and Address:** City of Norwalk
12700 Norwalk Boulevard, Norwalk, CA 90650
3. **Contact Person and Phone Number:** Stacey Morales, (562) 929-5375
4. **Project Location:** City of Norwalk
5. **Project Sponsor's Name and Address:** City of Norwalk
12700 Norwalk Boulevard, Norwalk, CA 90650
6. **General Plan Designation(s):** Implementation of the City of Norwalk Bicycle Master Plan would occur throughout the City in various General Plan designations.
7. **Zoning:** Implementation of the City of Norwalk Bicycle Master Plan would occur throughout the City in various zoning designations.

8. Description of Project:

The City of Norwalk (City) is preparing a Bicycle Master Plan (BMP), which establishes the City's vision and comprehensive approach to improving biking in Norwalk. The BMP would be a program level planning document that lays out the steps for the City to promote and enhance biking in the City. The BMP identifies facility needs, recommended improvement projects (including priority projects), programs, and policies intended to encourage biking throughout Norwalk. Implementation of the BMP and associated individual bicycle improvement projects would be subject to the City's General Plan and development codes.

Goals

The BMP has three primary goals:

1. Accessibility: Provide safe, direct, and comfortable bike routes
2. Safety: Improve safety for bicyclists
3. Encouragement: Promote biking and encourage people to bike in Norwalk, improving community health and identity

Bicycle Facility Classifications

Bicycle facilities are categorized into four types as identified in **Table 1**.

TABLE 1
BICYCLE FACILITY CLASSIFICATIONS

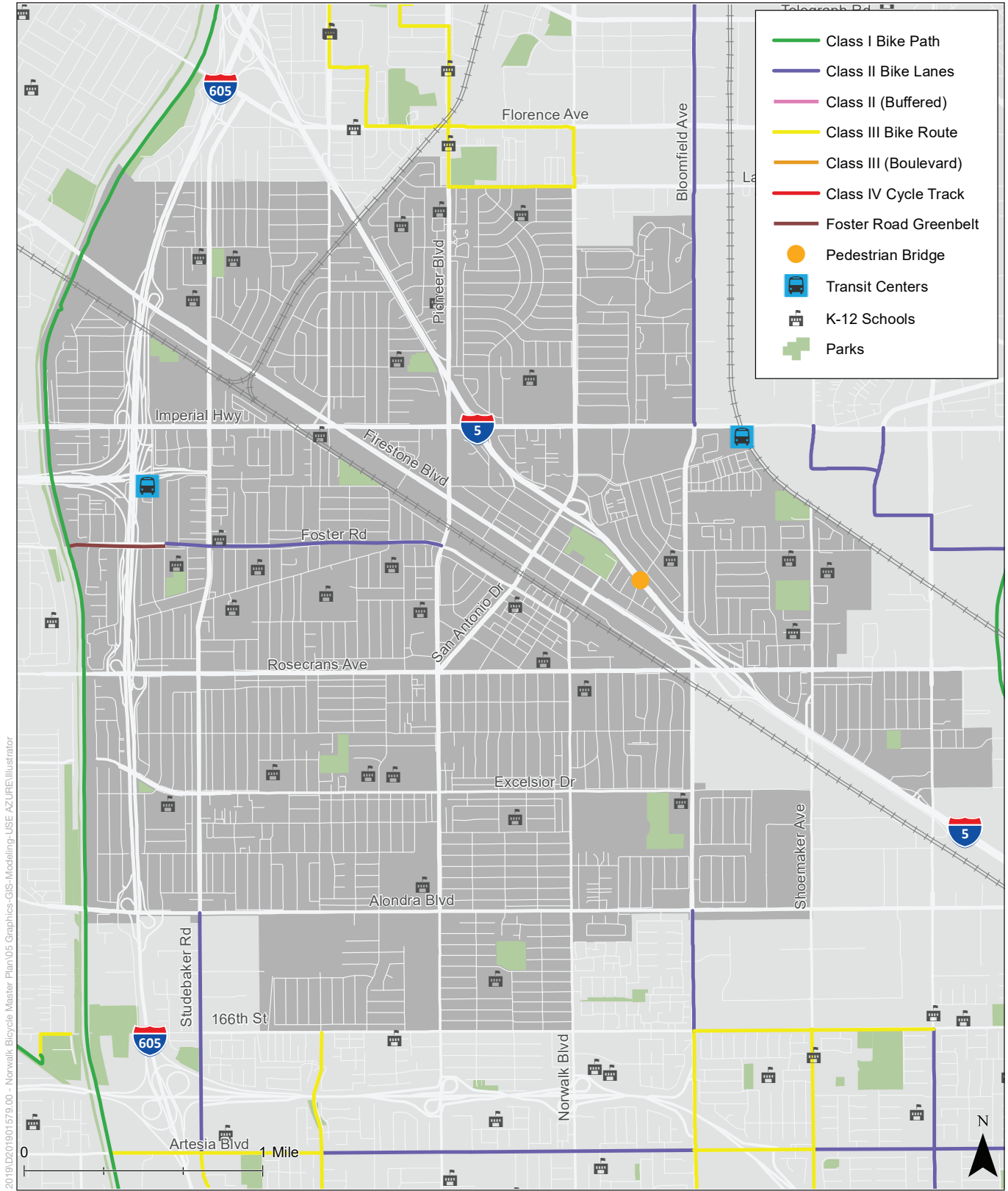
Type	Description
Class I Bikeway (Bike Path)	Also known as a shared path or multi-use path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway (e.g., along a creek or channel).
Class II Bikeway (Bike Lane)	A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane (also known as a Buffered Bike Lane), and the bike lane could be adjacent to on-street parking.
Class III Bikeway (Bike Route)	A signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be designated using shared-lane markings (also known as sharrows, pictured below). An enhanced bike route, known as a bicycle boulevard, can include traffic calming treatments to slow down vehicles.
Class IV Bikeway (Separated Bike Lane).	Also known as a cycle track or a protected bike lane, this is a bikeway for the exclusive use of bicycles including a separation between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. A cycle track can be one-way or two-way.

Bikeways

The proposed BMP bicycle improvements have been designed to connect to existing and other planned bikeways within and adjacent to the City. Existing bike lanes within the City of Norwalk are shown in **Figure 1**. Other planned bikeways within the City are shown in **Table 2**, while those within and adjacent to the City are shown in **Figure 2**. They are being included in the BMP to be consistent with these efforts and to ensure that the BMP's proposed bikeway network fits seamlessly into other planned improvements in the City.

TABLE 2
PLANNED BIKEWAYS

Planned Bikeway Changes	Description
Firestone Boulevard Bike Lanes	The ongoing Firestone Boulevard improvement project has proposed Class II bike lanes along the segment between Imperial Highway and the I-605 northbound ramps/Hoxie Avenue, achieved through the removal of on-street parking. Separately, Caltrans is planning to install bike lanes along Firestone Boulevard between the I-605 northbound ramps/Hoxie Avenue and I-605 southbound ramps as part of its redesign of that segment.
Alondra Boulevard Bike Lanes	As part of the Alondra Active Transportation Improvement Project, the City will construct Class II bike lanes in both directions between Studebaker Road and Pioneer Boulevard within the existing right-of-way. This project will also include pedestrian improvements and a safety zone planter to separate bicyclists and pedestrians from the road.
Heart of Norwalk	As part of the ongoing Heart of Norwalk project, the City is proposing four bikeways in the study area shown in Figure 2. Three bikeways would be achieved by reducing automobile travel lanes or parking: Class II buffered bike lanes on San Antonio Drive between Pioneer Boulevard and Foster Road, Class IV protected bike lanes on San Antonio Drive/Norwalk Boulevard between Foster Road and Imperial Highway, and Class II buffered bike lanes on Firestone Boulevard between San Antonio Drive and Bloomfield Avenue. The plan also includes a Class I path along the rail right-of-way between Imperial Highway and Bloomfield Road.

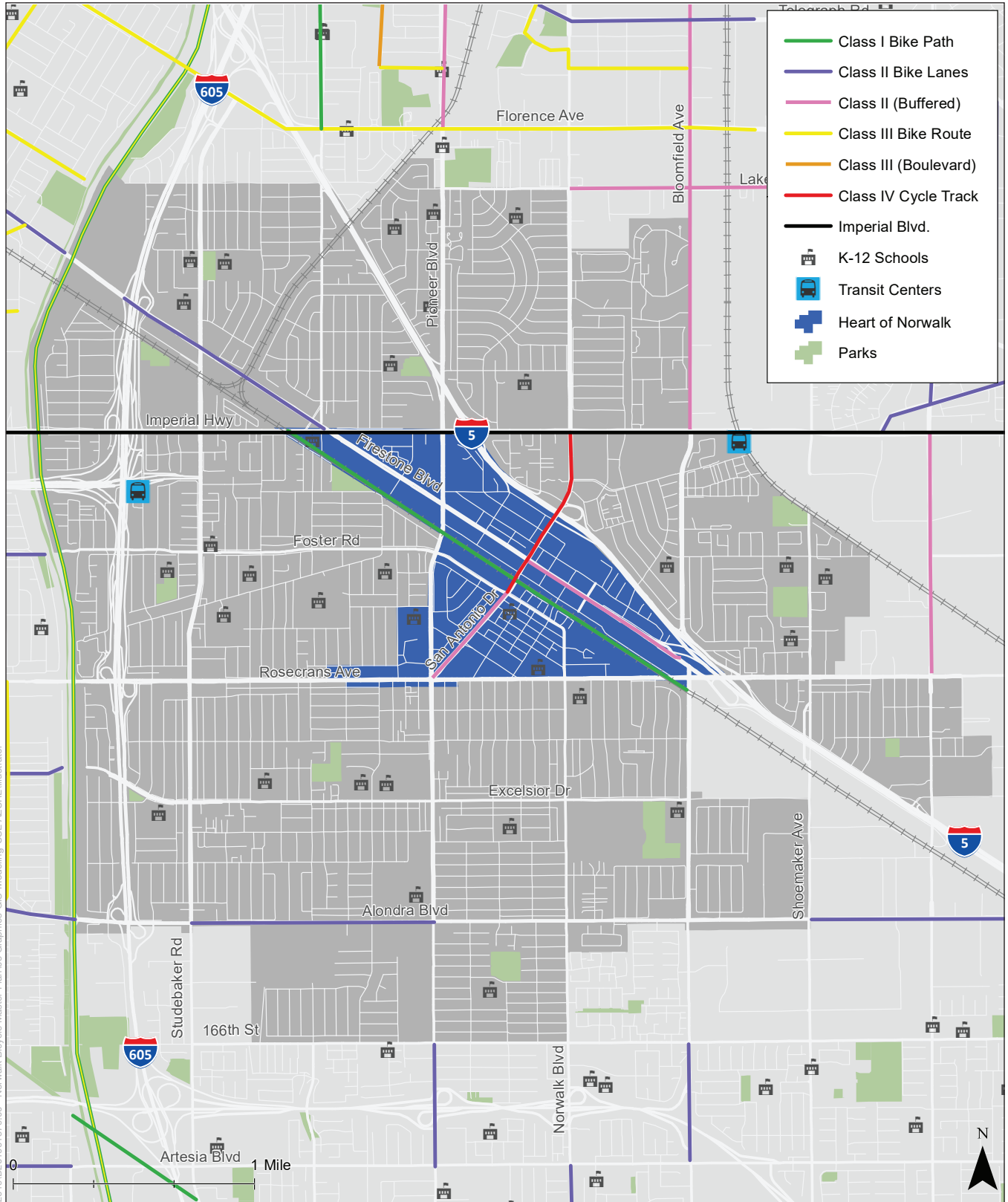


SOURCE: Kittelson & Associates, 2022

Norwalk Bicycle Master Plan

Figure 1
Existing Bikeway Network





2019\201901\579.00 - Norwalk Bicycle Master Plan\05_Graphics-GIS-Modeling-USE_AZURE\Illustrator

SOURCE: Kittelson & Associates, 2022

Norwalk Bicycle Master Plan

Figure 2
Other Planned Bikeways



The proposed BMP Bikeways are identified in **Figure 3** and identified in **Table 3**, Proposed BMP Projects. The proposed bikeways were developed based on the results of the existing conditions and constraints analysis as well as feedback obtained through public outreach conducted during 2021. The public outreach included two Bicycle Advisory Committee (BAC) meetings (February 18, and September 28, 2021), four virtual community workshops (February 25, April 14, October 6, and October 7, 2021), three virtual stakeholder sessions (April 28, May 20, and September 22, 2021) and an online survey (February 2021-May 2021).

**TABLE 3
PROPOSED BMP PROJECTS**

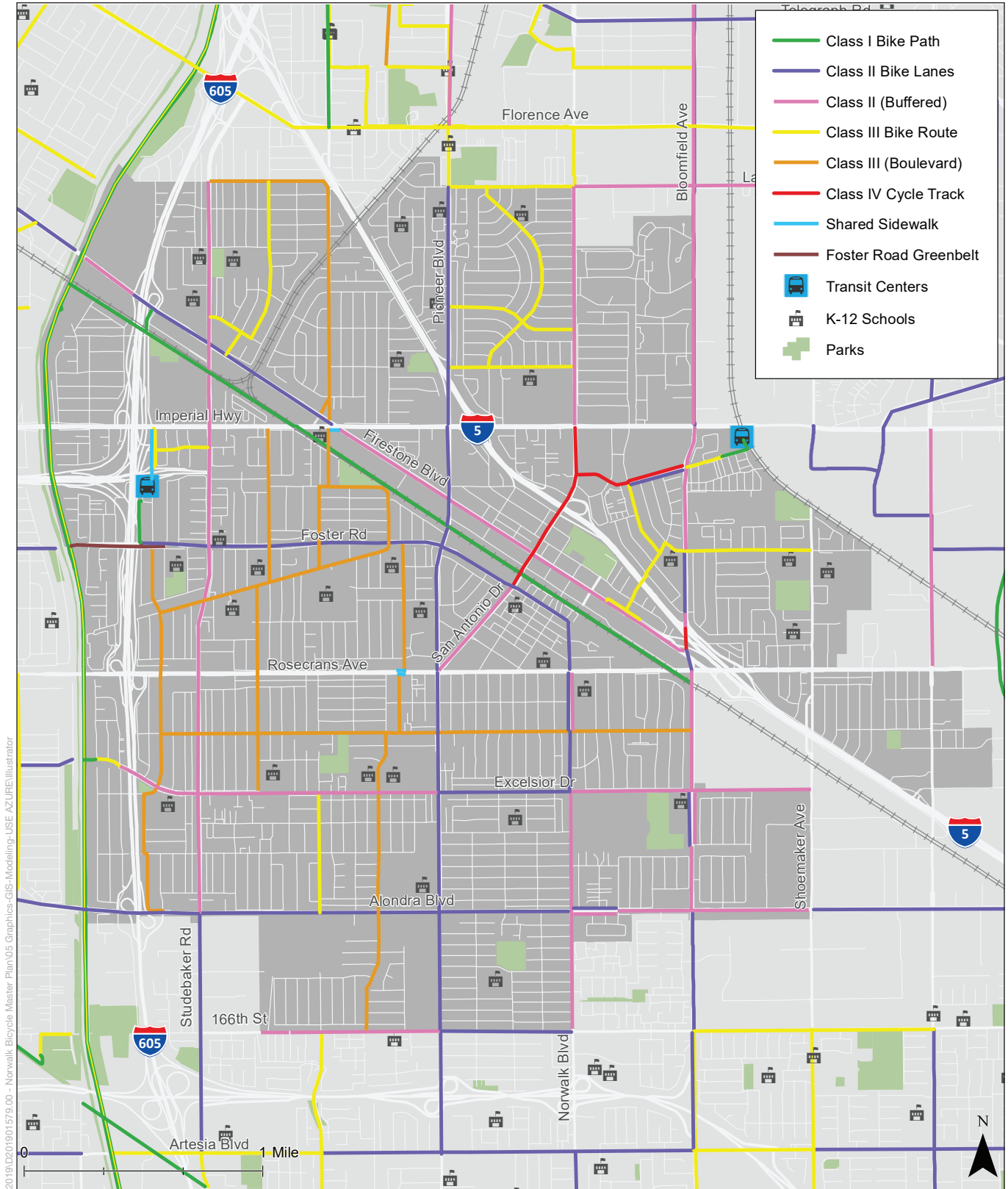
Project Name	Segment	From	To	Facility Type/Class
Studebaker Rd Bike Lane	Studebaker Rd	Cecilia St	150 feet south of Alondra Blvd	Class II Buffered (Parking Adjacent)
Pioneer Blvd Bike Lane	Pioneer Blvd	Lakeland Rd	166th St	Class II (Parking Adjacent)
Bloomfield Ave Bike Lane	Bloomfield Ave	Imperial Hwy	Foster Rd	Class II Buffered
	Bloomfield Ave	Foster Rd	Markdale Ave	Class II (Parking Adjacent)
	Bloomfield Ave	Markdale Ave	Firestone Blvd	Class II Buffered
	Bloomfield Ave	Firestone Blvd	Firestone Blvd	Class IV
	Bloomfield Ave	Firestone Blvd	Rosecrans Ave	Class II
	Bloomfield Ave	Rosecrans Ave	Excelsior Dr	Class II Buffered
	Bloomfield Ave	Excelsior Dr	Molette St	Class II (Parking Adjacent) on west side; Class II Buffered on east side
	Bloomfield Ave	Molette St	Alondra Blvd	Class II Buffered
Foster Rd Bike Lane	Foster Rd	Norwalk Blvd	Pioneer Blvd	Class II (Parking Adjacent)
	Foster Rd	Pioneer Blvd	Halcourt Ave	no change*
	Foster Rd	Halcourt Ave	Behrens Ave	Class II
	Foster Rd	Halcourt Ave	San Gabriel River Trail	Connection/ramp to Foster Road at Green Line Station
Norwalk Blvd (South) Bike Lane	Norwalk Blvd (South)	Foster Rd	Rosecrans Ave	Class II (Parking Adjacent)
	Norwalk Blvd (South)	Rosecrans Ave	Mapledale St	Class II (Parking Adjacent) on west side; Class II Buffered on east side
	Norwalk Blvd (South)	Mapledale St	Excelsior Dr	Class II (Parking Adjacent)
	Norwalk Blvd (South)	Excelsior Dr	166th St	Class II Buffered (Parking Adjacent)
Norwalk Blvd (North)/San Antonio Dr Bike Lane	Norwalk Blvd (North)	Lakeland Rd	Imperial Hwy	Class II Buffered
	Norwalk Blvd (North)/San Antonio Dr	Imperial Hwy	Foster Rd	no change**
	San Antonio Dr	Foster Rd	Pioneer Blvd/ Rosecrans Ave	no change**

Project Name	Segment	From	To	Facility Type/Class
Alondra Blvd Bike Lane	Alondra Blvd	River Trail	Leibacher Ave	Class II
	Alondra Blvd	Leibacher Ave	Studebaker Rd	Class II
	Alondra Blvd	Alondra Blvd	Pioneer Blvd	no change**
	Alondra Blvd	Pioneer Blvd	Norwalk Blvd	Class II (Parking Adjacent)
	Alondra Blvd	Norwalk Blvd	Madris Ave	Class II (Parking Adjacent) on north side; Class II Buffered on south side
	Alondra Blvd	Madris Ave	Shoemaker Ave	Class II Buffered
166th St Bike Lane	166th St	Elmcroft Ave	Pioneer Blvd	Class II Buffered
	166th St	Pioneer Blvd	Norwalk Blvd	Class II (Parking Adjacent)
Excelsior Dr Bike Lane	Excelsior Dr	San Gabriel River Trail	Domart Ave	Class I
	Excelsior Dr	Domart Ave	Piuma Ave	Class III
	Excelsior Dr	Piuma Ave	Pioneer Blvd	Class II Buffered (Parking Adjacent)
	Excelsior Dr	Pioneer Blvd	Norwalk Blvd	Class II (Parking Adjacent)
	Excelsior Dr	Norwalk Blvd	Shoemaker Ave	Class II Buffered
Mapledale St Bike Boulevard	Mapledale St	Leibacher Ave	Bloomfield Ave	Class III (Bike Boulevard)
Civic Center Dr / Metrolink Connection	Civic Center Drive	Norwalk Blvd	Volunteer Ave	Class IV
	Civic Center Drive	Volunteer Ave	Bloomfield Ave	Class IV on north side; Class II (Parking Adjacent) on southside
	Civic Center Drive	Bloomfield Ave	End (cul de sac)	Class III
	Civic Center Drive	Bloomfield Ave (cul de sac)	Norwalk/Santa Fe Springs Metrolink Station	Class I (with bike/ped bridge)
Rail-Adjacent Bike Path	Rail-Adjacent	Bloomfield Avenue	Imperial Hwy	no change**
	Rail-Adjacent	Imperial Highway	San Gabriel River Trail	Class I
	Hoxie Ave	Firestone Blvd	Railroad Tracks	Class I
Metro C Line (Green) Station Connection (Option #1)	Hoxie Ave	Imperial Hwy	Norwalk Metro C Line (Green) Station	Shared-Use Sidewalk
Metro C Line (Green) Station Connection (Option #2)	Lyndora St	Studebaker Rd	Leibacher Ave	Class III
	Leibacher Ave	Imperial Hwy	Hoxie Ave	Class III
	Hoxie Ave	Leibacher Ave	Norwalk Metro C Line (Green) Station	Shared-Use Sidewalk
Norwalk Metro C Line (Green) Station Bike Path	Norwalk Metro C Line (Green) Station Parking Lot	Foster Rd	Norwalk Metro C Line (Green) Station Bus Bay	Class I
Firestone Blvd Bike Lane	Firestone Blvd	San Gabriel River Trail	I-605	Class II Buffered
	Firestone Blvd	I-605	Imperial Hwy	no change**
	Firestone Blvd	Imperial Hwy	San Antonio Dr	Class II Buffered
	Firestone Blvd	San Antonio Dr	Bloomfield Ave	no change**

Project Name	Segment	From	To	Facility Type/Class
Leibacher Ave/Dumont Ave Bike Boulevard	Leibacher Ave/Dumont Ave	Foster Rd	Alondra Blvd	Class III (Bike Boulevard)
Fairford Ave/Elmcroft Ave Bike Route	Fairford Ave	Cecilia St	Dune St	Class III
	Dune St	Studebaker Rd	Fairford Ave	Class III
	Elmcroft Ave	Dune St	Firestone Blvd	Class III
Fairford Ave/Elmcroft Ave/Gridley Rd Bike Blvd	Fairford Ave	Imperial Hwy	Leffingwell Rd	Class III (Bike Boulevard)
	Elmcroft Ave	Leffingwell Rd	Excelsior Dr	Class III (Bike Boulevard)
	Gridley Rd	Excelsior Dr	Alondra Blvd	Class III
Flallon Ave/Jersey Ave/Maidstone Ave Bike Boulevard	Flallon Ave	Foster Rd	Rosecrans Ave	Class III (Bike Boulevard)
	Rosecrans Ave	Flallon Ave	Flallon Ave	Shared-Use Sidewalk
	Flallon Ave	Rosecrans Ave	Mapledale St	Class III (Bike Boulevard)
	Jersey Ave/Maidstone Ave	Mapledale St	166th St	Class III (Bike Boulevard)
Cecilia St/Orr and Day Rd/Leffingwell Rd Bike Boulevard	Cecilia St/Orr and Day Rd	Studebaker Rd	Ratliffe St	Class III (Bike Boulevard)
	Ratliffe St	Gridley Rd	Jersey Ave	Class III (Bike Boulevard)
	Gridley Rd	Ratliffe St	Leffingwell Rd	Class III (Bike Boulevard)
	Jersey Ave	Ratliffe St	Foster Rd	Class III (Bike Boulevard)
	Leffingwell Rd	Foster Rd	Leibacher Ave	Class III (Bike Boulevard)
	Imperial Hwy	Firestone Blvd	Orr and Day Rd	Shared-Use Sidewalk
Bombardier Ave/Allard St/Crewe St Bike Route	Bombardier Ave	Lakeland Rd	Crewe St	Class III
	Allard St	Pioneer Blvd	Norwalk Blvd	Class III
	Crewe St	Pioneer Blvd	Norwalk Blvd	Class III
Volunteer Ave/Foster Rd/Silverbow Ave Bike Route	Volunteer Ave	Civic Center Dr	Silverbow Ave	Class III
	Goller Ave/Foster Rd	Silverbow Ave	Shoemaker Ave	Class III
	Silverbow Ave	Goller Ave	Firestone Blvd (Frontage Street)	Class III (over bike/ped bridge)
	Firestone Blvd (Frontage Street)	North Entrance	South Entrance	Class III

* Parking-adjacent Class II bike lanes currently exist along the segment of Foster Road from Pioneer Boulevard to Halcourt Avenue, and no additional improvements are recommended along this segment as part of the BMP.

** As indicated in Table 2, the City has already proposed bikeways in the City as part of other recent or ongoing planning efforts. These consist of bike facilities along segments of Firestone Boulevard, Alondra Boulevard, and San Antonio Drive/Norwalk Boulevard, as well as an off-street segment adjacent to the railroad tracks. The BMP is not proposing additional or different improvements along these segments beyond what has already been planned by the City under other planning efforts.



SOURCE: Kittelson & Associates, 2022

Norwalk Bicycle Master Plan

Figure 3
Proposed Bikeway Network



As noted above, the BMP improvements have been designed to connect seamlessly to existing and other planned bikeways within and adjacent to the City. The proposed BMP improvements would primarily occur within existing right-of-way and no land acquisition is proposed. The anticipated exceptions would be a proposed bike path in the Norwalk C/Green Line station adjacent to the parking lot that would require coordination with LA Metro and a proposed bike path along the train tracks that cross diagonally through the City and would require coordination with Southern Pacific to obtain an easement and rights to install the path along railroad right-of-way. Bike lanes along City streets that cross Interstate 5, Interstate 605, and Interstate 105 on- and off-ramps would also require coordination with the California Department of Transportation (Caltrans) at those locations.

Bicycle Master Plan Contents

The Norwalk Bicycle Master Plan will contain 6 Chapters as described below.

Introduction. This chapter introduces the project, including its background, relationship to other plans and policies, and identifies the vision, goals, and objectives of the plan.

Biking in Norwalk Today. This chapter includes an overview of existing (baseline) biking conditions in the City including mode share, demographics, existing biking levels, biking destinations, bicycle facilities; programs, and barriers to biking in the City.

Community Engagement. This chapter includes a summary of the community engagement process and feedback received through workshops, Bicycle Advisory Committee (BAC) meetings, and online survey.

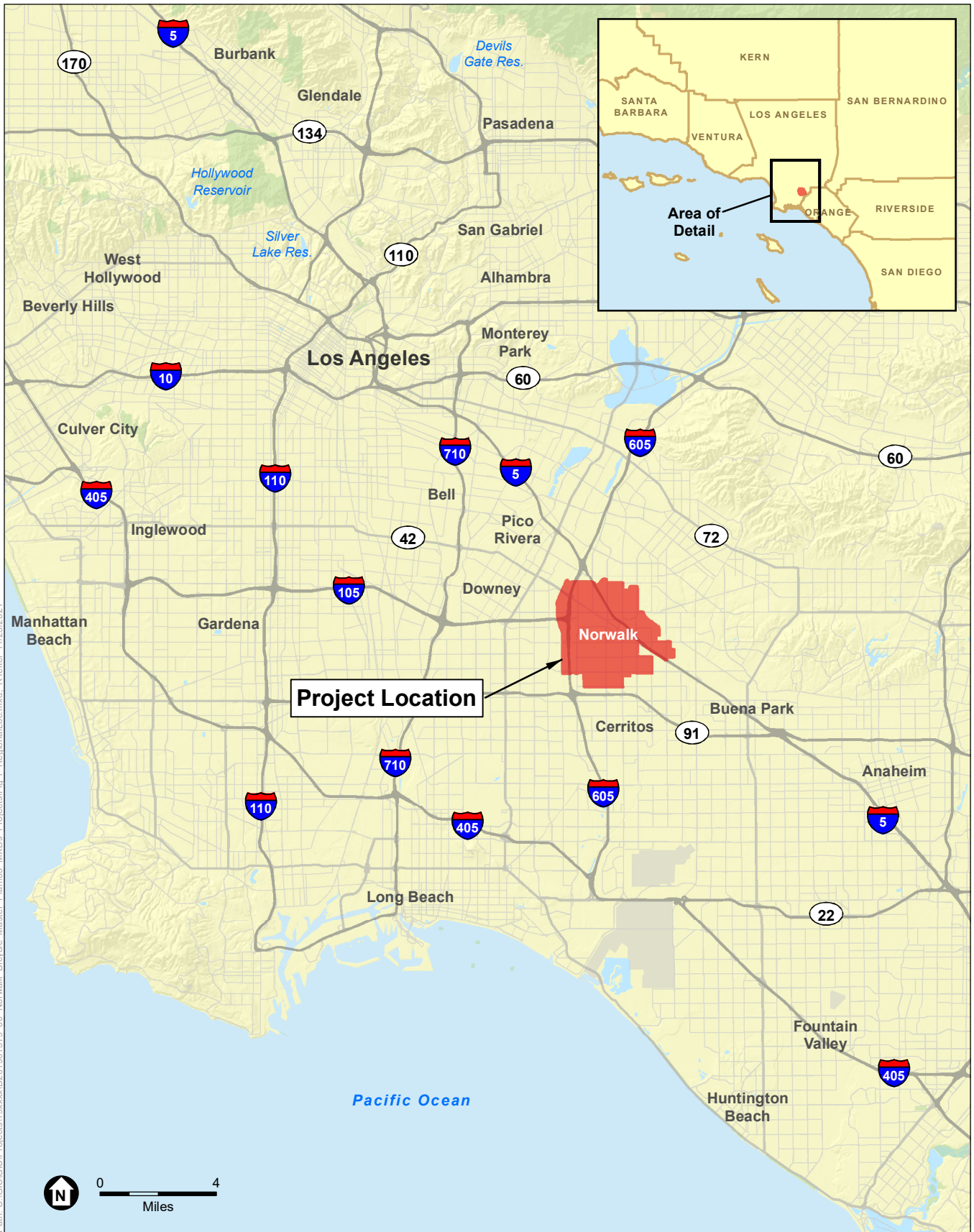
Recommended Bicycle Network. This chapter discusses the BMP's recommended bikeways, key intersections, key bike parking locations, and priority project information.

Recommended Programs and Policies. This chapter summarizes recommended programs and policies to improve biking conditions and encourage biking, with additional information and references for key topic areas. Key topic areas include bikeway design; crossing and intersection design; interchange crossings; bike parking; bike wayfinding; funding eligibility; trail easement and right of way; rapid and interim facilities; safe routes to schools and safe routes to transit; and outreach and education.

Funding and Implementation. This chapter provides an overview of potential funding sources, identifies implementation timelines, and includes recommended performance measures for tracking and evaluating progress toward plan implementation over time.

9. Surrounding Land Uses and Setting.

The City of Norwalk covers approximately 9.75 square miles. It is located in the Gateway Cities region in southeastern Los Angeles County, bordered by the Cities of Santa Fe Springs, Cerritos, Artesia, Bellflower, and Downey. A Regional Location Map is provided as **Figure 4**. Norwalk's road facilities range from local neighborhood streets to major freeways. Interstate 605 (I-605) and Interstate 5 (I-5) each bisect the City, while Interstate 105 (I-105) terminates in the western portion of the City. The City's roadway network is generally gridded, consisting of residential neighborhoods with commercial uses along arterial roads.



Path: U:\GIS\GIS\Projects\19xxxx\1901579_00_Norwalk_Bicycle_Master_Plan\03_MXD\Projects\Fig 1_RegionalLoc.mxd_R\Title1 11/23/2021

SOURCE: ESRI

Norwalk Bicycle Master Plan

Figure 4
Regional Location Map



Land use within the City generally includes residential uses (low density residential, medium density residential, high density residential), commercial uses (neighborhood residential, professional office, general commercial), industrial uses (light industrial, heavy industrial), and other uses (open space/schools/public facilities, specific plan area/planned unit development, institutional).

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

Adoption of the BMP would be at the discretion of the City of Norwalk City Council. Projects implementing recommended BMP improvements may require Los Angeles County Metropolitan Transportation (LA Metro), Caltrans, and/or Southern Pacific Rail approval.

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 of Norwalk mailed AB 52 Consultation Letters on October 14, 2021, to the following tribes:

1. Soboba Band of Luiseno Indians
2. Gabrieleño Band of Mission Indians - Kizh Nation
3. Torres Martinez Desert Cahuilla Indians
4. San Gabriel Band of Mission Indians

Gabrieleño Band of Mission Indians - Kizh Nation reached out requesting consultation and provided recommended mitigation measures. The tribes did not identify the presence of tribal cultural resources in the project area. The City of Norwalk has incorporated aspects of the recommended mitigation measures into this document. See Mitigation Measure CUL-3 regarding Native American monitoring.

2.2 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.

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Stacey A. Morales
Signature

01/03/2022
Date

Signature

Date

2.3 Environmental Checklist

Aesthetics

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
I. AESTHETICS — Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less than significant impact.** The BMP would be a program document to improve the bicycle network. The City of Norwalk is primarily a developed urban environment with limited natural resources. The City is composed predominately of single-family neighborhoods, with commercial uses situated along the principal roadways (Norwalk 1996). The General Plan Conservation Element and Community Design Element do not identify specific scenic vistas (Norwalk 1996) in the City. The BMP recommended improvements would primarily be located within existing right-of-way with some exceptions. The anticipated exceptions would be a proposed bike path in the Norwalk C/Green Line station adjacent to the parking lot and a proposed bike path along the train tracks that cross diagonally through the City. The BMP improvements have been designed to connect seamlessly to existing and other planned bikeways within and adjacent to the City. Since BMP recommended improvements would occur within a developed urban environment and primarily within existing right-of-way, visual conditions are anticipated to be similar to existing conditions with adoption of the BMP. Furthermore, the General Plan does not identify specific scenic resources and implementation of the bicycle projects identified in the BMP would be subject to individual project review on a case-by-case basis including conformance with the Community Design Element of the City of Norwalk General Plan. Therefore, adoption of the BMP would result in less than significant impacts on known scenic vistas.
- b) **No impact.** A review of the California State Scenic Highway Mapping System was conducted and there are no designated scenic highways located in the City (Caltrans 2021). The nearest designated highways are not visible from the City and include Arroyo Seco Historic Parkway (Route 110) that is a designated federal byway that connects Los

Angeles and Pasadena and a portion of State Route 91 in Orange County that is a state designated highway. Therefore, no impacts to scenic highways would result from adoption of the BMP.

- c) **Less than significant impact.** The proposed project is the adoption of the BMP that would not result in an adverse impact on visual character. The proposed improvements would primarily be located within the existing right-of-way with some exceptions. The anticipated exceptions would be a proposed bike path in the Norwalk C/Green Line station adjacent to the parking lot and a proposed bike path along the train tracks that cross diagonally through the City. The BMP improvements would be located primarily within a developed urban environment and have been designed to connect seamlessly to existing and other planned bikeways within and adjacent to the City. Furthermore, implementation of the bicycle projects identified in the Bicycle Master Plan would be dependent on the availability of funding sources and would be subject to individual project review on a case-by-case basis. Therefore, impacts would from adoption of the BMP would be less than significant.
- d) **Less than significant impact.** The BMP would be a program document to improve the bicycle network. The majority of recommend bicycle improvements that would occur under the BMP would occur within existing right-of-way within a developed urban environment. As such, projects implementing BMP recommended improvements are not anticipated to result in a substantial source of new light or glare. Furthermore, when specific bicycle projects are implemented, the City would conduct project specific review would be required to comply with the goals and policies under the City's General Plan, development codes, and other relevant regulatory documents. Therefore, adoption of the BMP would result in less than significant impacts.

References

California Department of Transportation (Caltrans). California State Scenic Highway System Map. Accessed October 2021. URL: California State Scenic Highway System Map (www.caltrans.maps.arcgis.com).

City of Norwalk. (1996, February 29). City of Norwalk General Plan. Retrieved October 2021, from <https://www.norwalk.org/home/showpublisheddocument/20041/636561304601230000>.

City of Norwalk. (1996, February 29). City of Norwalk General Plan: Citywide Elements - Land use. Retrieved October 2021, from <https://www.norwalk.org/home/showpublisheddocument/20035/636561304580170000>.

Agriculture and Forestry Resources

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No impact.** The City of Norwalk is identified as “Urban and Built-Up Land” based on a review of the Los Angeles County Important Farmland Map 2018 prepared by the California Department of Conservation Farmland Mapping and Monitoring Program. Urban and Built-Up land is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures. Therefore, adoption of the BMP would have no impact on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.
- b) **No impact.** The City of Norwalk is located within a developed urban environment. There is no land specifically zoned for agriculture based on a review of the City of Norwalk’s Zoning Map (Norwalk 2020). However, tree farms, agriculture, and horticulture including nurseries are permitted uses within the Open-Space (O-S) Zone (Norwalk 2021).

The Williamson Act, also known as the California Land Conservation Act of 1965, enables local governments to enter into contracts with private landowners in order to restrict

- specific parcels of land to agricultural or related open space use. The BMP would be a program document to improve the bicycle network. The proposed improvements would primarily be located within existing right-of-way with some exceptions. The anticipated exceptions would be a proposed bike path in the Norwalk C/Green Line station adjacent to the parking lot and a proposed bike path along the train tracks that cross diagonally through the City. Therefore, the BMP would not conflict with existing zoning for agricultural use or a Williamson Act contract and no impacts would result.
- c) **No impact.** The City of Norwalk is located within a developed urban environment. The City of Norwalk does not have any land that is designated as forest land, timberland, or timberland zoned Timberland Production based on a review of the City of Norwalk Zoning Map (Norwalk 2020). Therefore, the BMP would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned timberland production and no impact would result.
- d) **No impact.** The City of Norwalk is located within a developed urban environment. Land use within the City consists primarily of residential uses (low density residential, medium density residential, high density residential), commercial uses, industrial uses, and other uses such as schools and parks. The City of Norwalk does not have any land that is designated as forest land based on a review of the General Plan Land Use Map (Norwalk 2020). Therefore, the BMP would not result in the loss of forest land, or conversion of forest land to non-forest use and no impacts to forestland would result.
- e) **No impact.** Adoption of the BMP would not result in other changes to the environment that could result in the conversion of agriculture or forestry land to other uses. The City of Norwalk and surrounding communities are located within a developed urban environment. As noted above, there is no land specifically designated for agriculture or forestry use within the City. The BMP would be a program document to improve the bicycle network and proposed improvements would primarily be located within existing right-of-way with some exceptions. Therefore, no impacts would result.

References

- California Department of Conservation. (2018). Los Angeles County Important Farmland Map Sheet Two of Two.
- City of Norwalk. (2020, April). City of General Plan Land Use Map. Retrieved October 2021, from <https://www.norwalk.org/home/showpublisheddocument/23981/637236043927470000>.
- City of Norwalk. (2021 March). City of Norwalk Municipal Code Section 17.08.100. Retrieved November 2021, from http://library.qcode.us/lib/norwalk_ca/pub/municipal_code/item/title_17-chapter_17_08-article_iii-17_08_100.
- City of Norwalk. (2020, April). City of Norwalk Zoning Map. Retrieved October, 2021, from <https://www.norwalk.org/home/showpublisheddocument/23979/637236043923570000>.

Air Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
III. AIR QUALITY —				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less than significant impact.** The South Coast Air Quality Management District (SCAQMD), together with land use transportation planning assumption from the Southern California Association of Governments (SCAG), is responsible for formulating and implementing air pollution control strategies throughout the South Coast Air Basin, which includes the area in which the City is located. The SCAQMD 2016 Air Quality Management Plan (AQMP) contains measures to meet the Federal 24-hour standards for particulate matter less than 2.5 microns in diameter (PM 2.5), annual PM2.5 standards, and 1-hour ozone standards (SCAQMD, 2017). The 2016 AQMP control strategies were developed, in part, based on regional growth projections prepared by SCAG through 2040. Projects whose growth is consistent with the assumptions used in the 2016-2040 RTP/SCS will be deemed to be consistent with the 2016 AQMP because their growth has already been included in the growth projections utilized in the formulation of the control strategies in the 2016 AQMP. Thus, emissions from projects, uses, and activities that are consistent with the applicable growth projections and control strategies used in the development of the 2016 AQMP would not jeopardize attainment of the air pollutant reduction goals identified in the AQMP.

The BMP would encourage increased bicycle ridership by proposing a recommended bicycle network that improves the safety of the current bicycle network and intermodal convenience and accessibility. The BMP identifies a network of bicycle facilities within the City as well as priority projects and implementation strategies to improve the safety of people bicycling in the City. The BMP also proposes programs and policies for the city to improving bicycling conditions. The BMP includes planned bikeway changes, with Class II bike lanes along major transportation corridors in the City, including segments along Firestone Boulevard and Alondra Boulevard, and Class I, II, and IV bike lanes along segments of San Antonio Drive, Norwalk Boulevard and Firestone Boulevard. Proposed BMP projects include new Class I, II, III and IV bike lanes along various street segments

as listed in the Project Description, construction of a connection/ramp to Foster Road and a shared-use sidewalk along Hoxie Avenue at the Metro Norwalk C Line (Green) Station, and the construction of shared-use sidewalks along portions of Rosecrans Avenue and Imperial Highway and bike/pedestrian bridges on Civic Center Avenue and Silverbow Avenue to facilitate bike/pedestrian movement through the City.

The implementation of BMP recommended project(s) may require minor and temporary construction activities for bike lane striping, sidewalk and bike/pedestrian bridges, and potentially street resurfacing, if needed. Construction equipment would be required to comply with control measures that limit emissions including the California Air Resources Board (CARB) Air Toxics Control Measure (ATCM) that limits heavy-duty diesel motor vehicle idling to five minutes at any location (Title 13 California Code of Regulations [CCR], Section 2485), the Truck and Bus regulation that reduces emissions of nitrogen oxides (NO_x), respirable particulate matter (PM10) and fine particulate matter (PM2.5) from diesel vehicles operating in California (13 CCR, Section 2025) and the In-Use Off-Road Diesel Fueled Fleets regulation that reduces emissions of NO_x, PM10 and PM2.5 from the installation of diesel particulate filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models (13 CCR, Section 2449). Furthermore, construction would be required to comply with SCAQMD rules and regulations, including Rule 403 for controlling emissions of fugitive dust, Rule 1143 for controlling emissions of volatile organic compounds (VOCs) from traffic coatings for lane striping, and Rules 1108 and 1108.1 for asphalt.

Implementation of BMP recommended improvements would enhance bicycling conditions in the City. As described above and in the Project Description, the BMP would be designed to connect to existing and other planned bikeways within and adjacent to the City to ensure that the proposed bikeway network fits seamlessly into other planned improvements in the City. The BMP would encourage bicycle activity through an expanded and improved bicycle network and provide for more convenient connections to public transit including the Metro Norwalk C Line (Green) Station, which would encourage non-motorized trips from residents, employees, and visitors in the City and assist in reducing mobile source air pollutant emissions. Implementation of the BMP would not include nor require the operation of new sources of air pollutant emissions. The 2016 AQMP includes transportation control strategies intended to reduce vehicle miles traveled (VMT) and resulting regional mobile source emissions. The majority of these strategies are to be implemented by cities, counties, and other regional agencies, such as SCAG and SCAQMD although some can be furthered by individual projects. Based on the above, implementation of improvements identified in the BMP would assist in reducing VMT and mobile source emissions and would not conflict with the applicable AQMP. Impacts would be less than significant.

- b) **Less than significant impact.** As discussed above, the BMP would be a planning document to help guide improvements to the bicycle network. The BMP includes new and expanded bike lanes, shared-use sidewalks, and bike/pedestrian bridges to facilitate bike/pedestrian movement through the City. Implementation of BMP recommended

- improvements may require minor and temporary construction activities. However, construction would be limited to small scale painting for the striping of bike lanes, small scale construction of several share-use sidewalks and bike/pedestrian bridges, and potentially street resurfacing in limited areas, if needed. No substantial demolition, mass grading, or excavation would be required. Construction would be required to comply with applicable CARB and SCAQMD rules and regulations to control air pollutant emissions, as described above. Compliance with CARB and SCAQMD rules and regulations would in particular control emissions of nonattainment pollutants, including VOCs and NO_x, which are ozone precursors, and particulate matter (PM₁₀ and PM_{2.5}). The BMP would not include nor require the operation of new sources of air pollutant emissions. Adoption of the BMP would encourage non-motorized trips from residents, employees, and visitors in the City and assist in reducing long-term mobile source air pollutant emissions. Based on the limited scale of construction emissions, reduced long-term mobile source emissions, and compliance with applicable emissions control rules and regulations, the BMP 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 and impacts would be less than significant.
- c) **Less than significant impact.** As discussed above, construction activities would be limited and small in scale and would be required to comply with applicable CARB and SCAQMD rules and regulations to control air pollutant emissions. Construction of the proposed improvements would also be relatively short in duration typically each lasting from a few days up to a few months. The BMP would not include nor require the operation of new sources of air pollutant emissions and would assist in reducing long-term mobile source emissions in the City. As discussed in the Project Description, the proposed BMP improvements would primarily occur within the existing right-of-way of different street segments in the City (as identified in the Project Description) with the exception of a proposed bike path in the Norwalk C/Green Line station adjacent to the parking lot that would require coordination with LA Metro and a proposed bike path along the train tracks that cross diagonally through the City that would require coordination with Southern Pacific. Since the proposed improvements would occur at various locations in the City, no specific sensitive receptor would be exposed to emissions from buildout of all projects recommended under the BMP. Based on the limited scale and relatively short-term duration of construction emissions, reduced long-term mobile source emissions, and compliance with applicable emissions control rules and regulations, the BMP would not expose sensitive receptors to substantial pollutant concentrations and impacts would be less than significant.
- d) **Less than significant impact.** The projects implementing BMP recommended improvements may generate other emissions, such as those leading to odors, for short-term and temporary durations from the construction of proposed improvements. Such emissions may occur in limited quantities from the use of traffic coatings for lane striping and potentially from street resurfacing, which would generate VOC emissions. As discussed in b) above, construction would be required to comply with SCAQMD rules and regulations for controlling these emissions. The BMP would not include nor require the operation of

new sources of air pollutant emissions and would assist in reducing long-term mobile source emissions in the City. Based on the limited scale and relatively short-term duration of construction emissions, reduced long-term mobile source emissions, and compliance with applicable emissions control rules and regulations, the BMP would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and impacts would be less than significant.

References

South Coast Air Quality Management District (SCAQMD), Final 2016 Air Quality Management Plan, March 2017.

Biological Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
IV. BIOLOGICAL RESOURCES — Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **Less than significant impact with mitigation.** The City of Norwalk is fully urbanized and predominantly consists of developed and disturbed areas lacking natural vegetation, aside from landscaped areas characterized by ornamental trees, shrubs, and herbaceous plant species. A database review showed that the City is not overlain within U.S. Fish and Wildlife Service (USFWS)-designated Critical Habitat for any special-status plant or wildlife species (USFWS 2021a). Additionally, the California Natural Diversity Data Base (CNDDDB) or California Native Plant Society (CNPS) Rare Plant Inventory identified 19 special-status species being recorded within the Whittier USGS 7.5-minute quadrangle (CDFW 2021; CNPS 2021) as identified in **Table 4 and 5**. The landscaped and urban developed areas within the City likely provide marginally suitable habitat for a limited number of special-status wildlife species, including bat and avian species. BMP recommended bikeways and associated facilities are proposed to occur primarily within existing rights-of-way, and therefore, would not result in loss of habitat.

**TABLE 4
POTENTIALLY OCCURRING SPECIAL-STATUS WILDLIFE SPECIES**

Common Name Scientific Name	Sensitivity Status ¹	Preferred Habitat/Known Distribution ²
AMPHIBIANS		
Spadefoot Toads <i>Scaphiopodidae</i>		
western spadefoot <i>Spea hammondi</i>	Federal: None State: SSC Local: None	Mixed woodland, grasslands, chaparral, sandy washes, lowlands, river floodplains, alluvial fans, playas, alkali flats, foothills, and mountains. Prefers washes and other sandy areas with patches of brush and rocks. Rain pools or shallow temporary pools, which do not contain bullfrogs, fish, or crayfish are necessary for breeding. Perennial plants necessary for its major food-termites.
BIRDS		
Cuckoos & relatives <i>Cuculidae</i>		
western yellow-billed cuckoo <i>Coccyzus americanus occidentalis</i>	Federal: FT, BCC State: SE Local: None	Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry nettles, or wild grape.
Swallows, Martins, & Saw-wings <i>Hirundinidae</i>		
bank swallow <i>Riparia riparia</i>	Federal: None State: ST Local: None	Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole.
True Owls <i>Strigidae</i>		
burrowing owl <i>Athene cunicularia</i>	Federal: BCC State: SSC Local: None	Inhabits coastal prairie, coastal scrub, Great Basin scrub, Mojavean desert scrub, Sonoran Desert scrub, annual and perennial grasslands, bare ground, and disturbed habitats characterized by low-growing vegetation. A subterranean nester dependent upon burrowing mammals, particularly the California ground squirrel.
Gnatcatchers <i>Poliophtilidae</i>		
coastal California gnatcatcher <i>Poliophtila californica californica</i>	Federal: FT State: SSC Local: None	Species is an obligate, permanent resident of coastal sage scrub habitats dominated by California sagebrush and flat-topped buckwheat, mainly on cismontane slopes below 1,500 feet in elevation. Low coastal sage scrub in arid washes, on mesas and slopes.
Vireos <i>Vireonidae</i>		
least Bell's vireo <i>Vireo bellii pusillus</i>	Federal: FE State: SE, SSC Local: None	Known to occur in riparian forest, scrub, and woodland habitats. Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2,000 feet. Highly territorial and nests primarily in willow, mule fat, or mesquite habitats.

Common Name Scientific Name	Sensitivity Status ¹	Preferred Habitat/Known Distribution ²
INVERTEBRATES		
Order Hymenoptera (ants, bees, & wasps)		
Insecta		
Crotch bumble bee <i>Bombus crotchii</i>	Federal: None State: SCE Local: None	Open grassland and scrub habitats that support potential nectar sources such as plants within the Fabaceae, Apocynaceae, Asteraceae, Lamiaceae, and Boraginaceae families.
MAMMALS		
Free-Tailed Bats		
Molossidae		
western mastiff bat <i>Eumops perotis californicus</i>	Federal: None State: SSC Local: None	Known to occur in habitat consisting of extensive open areas within dry desert washes, flood plains, chaparral, cismontane oak woodland, coastal scrub, open ponderosa pine forest, and grasslands. Roosts primarily in crevices in rock outcrops and buildings.
REPTILES		
Whiptails & relatives		
Teiidae		
coastal western whiptail <i>Aspidoscelis tigris stejnegeri</i>	Federal: None State: SSC Local: None	Found in deserts and semi-arid areas with sparse vegetation and open areas. Also found in woodland and riparian areas. Ground may be firm soil, sandy, or rocky.

- ¹ Sensitivity Status
Federal (USFWS)
FE Federally Endangered
FT Federally Threatened
BCC Birds of Conservation Concern
State
SE State Endangered
SCE State Candidate as Endangered
SSC State Species of Special Concern

- ² Sources for Preferred Habitat
CDFW. 2021. California Natural Diversity Database (CNDDDB). RareFind, Version 5.0 (Commercial Subscription). Sacramento, California: CDFW, Biogeographic Data Branch. Available online at: <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data>. Accessed on October 27, 2021.

**TABLE 5
POTENTIALLY OCCURRING SPECIAL-STATUS PLANT SPECIES**

Common Name Scientific Name	Sensitivity Status ¹	Flowering Period	Preferred Habitat/Known Distribution ²
Asteraceae (Sunflower Family)			
Coulter's goldfields <i>Lasthenia glabrata</i> ssp. <i>coulteri</i>	Federal: None State: None Local: 1B.1	Feb.–Jun.	Salt-marsh, playas, vernal-pools, coastal; usually occurs in wetlands but occasionally in non-wetlands. Elevation range extends from 1-1,220 meters. Found in Orange, Riverside, Ventura, San Diego, and possibly Los Angeles, Kern and San Bernardino counties.

Common Name Scientific Name	Sensitivity Status¹	Flowering Period	Preferred Habitat/Known Distribution²
San Bernardino aster <i>Symphotrichum defoliatum</i>	Federal: None State: None Local: 1B.2	Jul.–Nov.	Near ditches, springs, and streams; cismontane woodland, coastal scrub, lower montane coniferous forest, meadows and seeps, marshes and swamps, valley and foothill grassland (vernally mesic) Elevation range extends from 2-2,040 meters. Found in Los Angeles, Kern, Imperial, Riverside, San Bernardino, Orange, San Diego counties.
Chenopodiaceae (Goosefoot Family)			
Parish's brittlescale <i>Atriplex parishii</i>	Federal: None State: None Local: 1B.1	Jun.–Oct.	Shadscale scrub, alkali sinks, freshwater wetlands, wetland-riparian; playas, vernal pools. Elevation range extends from 25-1,900 meters. Found in Orange, Riverside, San Diego, and possibly Los Angeles and San Bernardino counties.
Convolvulaceae (Morning-glory Family)			
lucky morning-glory <i>Calystegia felix</i>	Federal: None State: None Local: 3.1	Mar.–Sep.	Meadows and seeps (sometimes alkaline), riparian scrub (alluvial); usually found in wetlands and marshes, but can be found in drier areas as well. Elevation range extends from 30-215 meters. Found in Los Angeles, Riverside, San Bernardino counties.
Crassulaceae (Stonecrop Family)			
many-stemmed dudleya <i>Dudleya multicaulis</i>	Federal: None State: None Local: 1B.2	Apr.–Jul.	Chaparral, coastal scrub, valley and foothill grassland often on clay soils. Elevation range extends from 15-790 meters. Found in Los Angeles, Orange, Riverside, San Bernardino, San Diego counties.
Juglandaceae (Walnut Family)			
Southern California black walnut <i>Juglans californica</i>	Federal: None State: None Local: 4.2	Mar.–Aug.	Chaparral, cismontane woodland, coastal scrub, riparian woodland; alluvial. Elevation range extends from 50-900 meters. Found in Los Angeles, Orange, Riverside, Santa Barbara, San Bernardino, San Diego, Ventura counties.
Liliaceae (Lily Family)			
Plummer's mariposa lily <i>Calochortus plummerae</i>	Federal: None State: None Local: 4.2	May–Jul.	Chaparral (openings), cismontane woodland, coastal scrub, valley and foothill grassland, granitic/rocky. Elevation range extends from 100- 1,700 meters. Found in Los Angeles, Orange, Riverside, San Bernardino, Ventura counties.
intermediate mariposa lily <i>Calochortus weedii</i> var. <i>intermedius</i>	Federal: None State: None Local: 1B.2	May–Jul.	Coastal scrub, chaparral, valley and foothill grassland on rocky soil and rocky outcrops. Elevation range extends from 105-855 meters. Found in Los Angeles, Orange, Riverside, San Bernardino counties.

Common Name Scientific Name	Sensitivity Status ¹	Flowering Period	Preferred Habitat/Known Distribution ²
Poaceae (True Grass Family)			
California Orcutt grass <i>Orcuttia californica</i>	Federal: FE State: SE Local: 1B.1	Apr.–Aug.	Vernal pools. Elevation range extends from 15-660 meters. Found in Los Angeles, Riverside, San Diego, Ventura counties.
Polemoniaceae (Phlox Family)			
prostrate vernal pool navarretia <i>Navarretia prostrata</i>	Federal: None State: None Local: 1B.1	Apr.–Jul.	Coastal sage scrub, wetland-riparian; occurs almost always under natural conditions in wetlands. Elevation range extends from 15-1,210 meters. Found in Los Angeles, Orange, Riverside, San Diego counties.

- ¹ Sensitivity Status
Federal
FE Federally Endangered
State
SE State Endangered
Local (California Rare Plant Ranks)
1B Plants rare, threatened, or endangered in California and elsewhere
3 Plants about which more information is needed, a review list
4 Plants of limited distribution, watch list

- ² Sources for Preferred Habitat
California. 2021. Information on Wild California Plants. Available online at: <https://www.calflora.org/>. Accessed on October 27, 2021.
CDFW. 2021. California Natural Diversity Database (CNDDDB). RareFind, Version 5.0 (Commercial Subscription). Sacramento, California: CDFW, Biogeographic Data Branch. Available online at: <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data>. Accessed on October 27, 2021.

Throughout the City, trees, buildings, and structures, such as bridges, may provide limited roosting habitat for special-status bat species, including western mastiff bat (*Eumops perotis californicus*), which have been documented as occurring within the southeast corner of the City and project alignment (CDFW 2021). However, this bat species has a low potential to occur due to limited habitat, distance to natural areas and water sources for foraging, and high level of noise, nighttime lighting, and overall human activity. Special-status avian species, such as bank swallow (*Riparia riparia*), burrowing owl (*Athene cunicularia*), coastal California gnatcatcher (*Polioptila californica californica*), southwestern willow flycatcher (*Empidonax traillii extimus*), least Bell's vireo (*Vireo bellii pusillus*), and western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), are recorded in CNDDDB as occurring within or in the immediate vicinity of the City (CDFW 2021). Along with the lack of suitable habitat within the City, records for least Bell's vireo, bank swallow, and western yellow-billed cuckoo listed by CNDDDB as extirpated or presumed extirpated, making the potential unlikely for these species to occur (CDFW 2021). Limited suitable habitat for burrowing owl due to lack of agricultural fields or open grassland habitats near water sources, along with the high level of urban development within the City, make it unlikely for the species to be present. Coastal California gnatcatcher are obligate residents of coastal scrub habitat which is not present within the City; therefore, this species is unlikely to nest or forage within the City. Adoption and

implementation of the BMP would not result in long-term adverse effects on special-status wildlife species that occur in the region. Special-status plant species are not known to occur within the City boundary. Additionally, special-status plant species are not expected to occur due to the highly disturbed and developed natures of the City.

Generally, limited suitable bat and avian nesting habitat is present within the City due to the dominance of developed and disturbed areas. However, many avian and bat species are known to nest, forage, and roost within ornamental shrubs and trees planted as part of existing landscaping and man-made structures and buildings. Additionally, platforms or gaps within bridges associated with I-605, I-5, railroads, or the San Gabriel River provide potential suitable nesting for birds and roosting cavities for bats. Therefore, adoption of the BMP may affect nesting birds and roosting bats, as suitable habitat occurs for tree, shrub, and cavity-nesting special-status birds and bats within the City, and Mitigation Measures would be required prior to or during construction. Implementation of Mitigation Measure BIO-1 and BIO-2 would reduce potentially significant impacts to nesting birds and roosting bats during construction to less than significant.

Mitigation Measures:

BIO-1: Nesting Birds. Vegetation removal shall be conducted between September 1 and January 31, outside the typical nesting season for birds in the region. If vegetation removal must occur during the typical nesting season (February 1 – August 31), a qualified biologist shall conduct a pre-construction survey for active nests within areas that will be subject to vegetation removal, construction noise, and/or ground disturbances, including a 100 to 300-foot buffer around existing trees and landscaped areas, to identify any potential active nests. Buffer distances should be adjusted at the discretion of the biologist based on the location of the nest, species, and surrounding land uses. If no sign of nesting activity is observed, construction may proceed without potential impacts to nesting birds.

If an active nest is observed during the pre-construction clearance survey, an adequate buffer determined by the qualified biologist shall be established around the active nest depending on sensitivity of the species and proximity to construction activity and impact areas. Onsite construction monitoring may also be required to ensure that no direct or indirect impacts occur to the active nest or nesting activities. Construction activities shall be avoided within the buffer, unless otherwise approved by the monitoring biologist (e.g., vehicles could pass through buffer areas while jackhammering would be restricted). Buffers shall be clearly marked and defined to restrict certain activities where they could result in nest failure, and shall remain in place until nests are no longer active, as determined by the monitoring biologist.

BIO-2: Special-Status Bats. Prior to commencement of construction activities, a qualified biologist shall conduct a pre-construction bat survey where ground-disturbing, tree removal or construction noise exceeding 60dB activities are proposed, including and up to 300-foot buffer in areas where bat roosting may occur. If bats are determined to be roosting, the biologist shall determine whether a day roost (non-breeding) or maternity roost (lactating females and dependent young) is present. If a day roost is determined to be present within areas surveyed, the biologist shall ensure that direct mortality to roosting individuals will not occur. If a maternity roost is

determined to be present within 300 feet from the work areas, a qualified biologist shall determine whether construction activities are likely to disturb breeding activities and to determine an appropriate buffer size to prevent roost abandonment.

If direct disturbance to the maternity roost could occur, a Bat Exclusion Plan shall be prepared in consultation with CDFW and subsequently implemented after young have been weaned. At a minimum, the plan shall include avoidance and minimization measures to reduce potential impacts to breeding bats during construction activities and prescribed methods to safely and humanely evict bats from the roost subsequent to young bats roost dispersal to minimize any potential impacts.

- b) **No impact.** The City primarily consists of developed and disturbed areas that generally lack natural vegetation. There are likely limited natural communities in the City either composed of native or non-native vegetation that would likely be categorized as “disturbed”. While the San Gabriel River is present along the western edge of the City, it is channelized and concrete-lined lacking riparian vegetation or other sensitive natural communities and no construction is planned to occur within the river. No impacts to riparian or sensitive natural communities would occur.
- c) **Less than significant impact.** No wetland features are identified by the National Wetlands Inventory (NWI) as occurring within the City (USFWS 2021b). Surface flows from stormwater runoff are likely conveyed through portions of the City within storm drain channels or ditches. These channels are likely maintained and contain no vegetation; however, some of these channels may be considered jurisdictional “waters” and would be subject to federal and state regulation if they convey surface flows to the San Gabriel River. As tributaries to the San Gabriel River, a water of the U.S., these channels would also potentially be considered jurisdictional waters of the U.S., and waters of the State. If adoption of the BMP leads to alterations or discharges of fill material to waters of the U.S or State due to construction, permits from the U.S. Army Corps of Engineers (USACE) under Section 404, a water quality certification from the Los Angeles Regional Water Quality Control Board (RWQCB) under Section 401, and/or a Water Quality Certification or Waste Discharge Requirement (WDR) under the Porter Cologne Water Quality Act may be required. Additionally, California Department of Fish and Wildlife (CDFW) regulates all diversions, obstructions, or changes to the natural flow or bed, channel or bank of any river, stream, or lake which supports fish or wildlife. A notification of a Lake or Streambed Alteration Agreement (LSAA) must be submitted to CDFW for “any activity that may substantially change the bed, channel, or bank of any river, stream, or lake.” If adoption of the BMP and associated construction would avoid any alteration or discharge to existing surface channels, then no such permits would be required. Confirmation of the jurisdictional status of features would be required and permit applications submitted prior to construction. Required permits, including permits under Sections 401 and 404 of the Clean Water Act (CWA) and Streambed Alteration Agreement in accordance with Section 1600 of the California Fish and Game Code, would be required to be obtained prior to the start of construction activities, as applicable. Therefore, due to compliance with existing federal, state, and local requirements, adoption of the BMP and associated construction would result in a less than significant impact from project implementation.

- d) **Less than significant impact with mitigation.** The City is highly urbanized and predominantly developed with residential, commercial, and industrial uses. Additionally, it is entirely surrounded by developed lands and no conservation lands or wildlife corridors are identified as occurring nearby. Therefore, no impact would occur to wildlife movement as a result of BMP adoption or associated construction.

No known or expected native wildlife nursery sites occur in the City and no such resources would be affected by BMP adoption and associated construction. Therefore, no impact that would impede the use of native wildlife nursery sites would occur. The Migratory Bird Treaty Act (MBTA) is the domestic law that affirms, or implements, a commitment by the U.S. to four international conventions (with Canada, Mexico, Japan, and Russia) for the protection of a shared migratory bird resource. The MBTA makes it unlawful at any time, by any means, or in any manner to pursue, hunt, take, capture, or kill migratory birds. Under California Fish and Game Code Sections 3503, 3503.5, 3513, and 3800, a project operator is not allowed to conduct activities that would result in the taking, possessing, or destroying of any birds of prey; the taking or possessing of any migratory nongame bird as designated in the MBTA; the taking, possessing, or needlessly destroying of the nest or eggs of any raptors or nongame birds protected by the MBTA; or the taking of any nongame bird. The BMP would comply with the Migratory Bird Treaty Act and the California Fish and Game Code for the protection of avian nests and their young by implementing Mitigation Measure BIO-1.

- e) **Less than significant impact.** City of Norwalk Ordinance No. 21-1722 adopted under Norwalk Municipal Code Chapter 12.32 requires a permit for tree or shrub removal within public parks, grounds, streets, and other public areas. Caltrans land or Caltrans easements are exempt from City ordinances protecting trees. Therefore, if adoption of the BMP and associated construction results in damage or removal of trees and/or shrubs not within Caltrans right-of-way, a permit from the City of Norwalk Public Services Department would be required. Since compliance with the City's tree ordinance is required, a less than significant impact would occur.
- f) **No Impact.** The City is highly urbanized and not located within or adjacent to any habitat conservation plans or natural community conservation plan areas. Therefore, BMP adoption and associated construction would not conflict with provisions of an adopted natural community conservation plan or other approved local, regional, or state habitat conservation plan and no impact would occur.

References

Calflora. 2021. Information on Wild California Plants. Available online at: <https://www.calflora.org/>. Accessed on October 27, 2021.

California Department of Fish and Wildlife (CDFW). 2021. California Natural Diversity Database (CNDDDB) RareFind 5. CDFW's Electronic database, Sacramento, California. Accessed on October 27, 2021, at <https://www.dfg.ca.gov/biogeodata/cnddb>.

U.S. Fish and Wildlife Service (USFWS). 2021a. IPAC Information for Planning and Consultation. Accessed on October 27, 2021, at <https://ecos.fws.gov/ipac/>.

U.S. Fish and Wildlife Services (USFWS 2021b). 2021. National Wetland Inventory (NWI) Data Mapper. Accessed on October 27, 2021, at <https://www.fws.gov/wetlands/Data/Mapper.html>.

Cultural Resources

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

Discussion

- a) **Less than significant with mitigation incorporated.** A records search was conducted on December 20, 2021 at the California Historical Resources Information System - South Central Coastal Information Center (CHRIS - SCCIC) housed at California State University, Fullerton. The records search included the identification of previously recorded cultural resources within an 1/2-mile radius of the BMP recommended project area (study area). The records search indicated that a total of 23 built environment resources have been previously recorded within the study area. The 23 resources include 18 buildings, 4 structures and 1 district. No previously recorded archaeological resources have been documented within the study area or BMP recommended project area. One historic-period built environment resource (P-19-186110) is within a proposed BMP alignment. This resource is a portion of the Union Pacific Railroad (former Southern Pacific Railroad) and is eligible for listing in the National Register of Historic Places (NRHP) and in the California Register of Historical Resources (CRHR) under criterion A/1, for its association with the development of Los Angeles and the economy of Southern California, and under criterion B/2, for its association with the Big Four (Mark Hopkins, Collis P. Huntington, Leland Stanford, and Charles Crocker). Because the project is located in a highly urbanized context, an archaeological survey was not conducted.

In a letter dated November 22, 2021, the Native American Heritage Commission (NAHC) indicated that a Sacred Lands File (SLF) search conducted in connection with the BMP recommended project yielded negative results – meaning no sacred lands were identified. As a result of Assembly Bill 52 Native American outreach, one tribal group requested consultation and provided mitigation recommendations.

Implementation of the BMP recommended projects would enhance bicycling conditions in the City and may require minor and temporary construction activities for bike lane striping, sidewalk and bike/pedestrian bridges, and potentially street resurfacing, if needed. One built environment resource (P-19-186110) that is eligible for listing in the NRHP and CRHR is within the BMP project area, and therefore qualifies as a historical resource pursuant to CEQA Guidelines Section 15064.5(a). However, the proposed BMP alignment would be adjacent to the resource and the BMP recommended project would not alter or

otherwise modify this resource. The significance of the resource would not be materially impaired and the resource would continue to convey its historical significance upon project completion. Therefore, the BMP recommended project would not result in a substantial adverse change to this historical resource and impacts to this historical resource would be less than significant. In addition, no impacts to other built environment resources qualifying as historical resources would occur since the BMP recommended project does not propose to alter demolish or alter any buildings or structures.

No previously identified archaeological resources were identified within or in close proximity to the proposed BMP project area. The project area is heavily developed with previous disturbances anticipated to extend to varying depths. For instance, disturbances resulting from previous street, sidewalk, and landscaping construction are typically shallower than those resulting from bridge foundation and utility disturbances. Project areas and depths at which previous disturbances have not occurred could be sensitive for the presence of archaeological resources. One tribal group recommended monitoring be conducted during construction activities. Although no known archaeological resources qualifying as historical resources have been identified within the BMP recommended project area, there is the possibility that the project could encounter undisturbed areas that contain subsurface archaeological deposits that may qualify as historical resources. Therefore, project implementation has the potential to cause a substantial adverse change in the significance of a historical resource, however, with the incorporation of **Mitigation Measures CUL-1 through CUL-4**, potential impacts to unknown archaeological resources that could qualify as historical resources under CEQA would be reduced to **less than significant**.

Mitigation Measures

CUL-1: Retention of a Qualified Archaeologist. Prior to the start of ground-disturbing activities, the City shall retain a Qualified Archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for archaeology (U.S. Department of the Interior 2012) to support the implementation of cultural resources mitigation measures.

CUL-2: Archaeological Resources Sensitivity Training. Prior to the start of ground-disturbing activities, the Qualified Archaeologist shall provide cultural resources sensitivity training for all construction personnel. Construction personnel shall be informed of the types of archaeological resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. The City shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.

CUL-3: Native American Monitoring. Native American monitoring shall be conducted for ground disturbing activities in areas or at depths with limited or no previous disturbances. Native American monitoring may be reduced or discontinued in coordination with the City and the Native American monitor based on observations of limited to no potential based on stratigraphy or evidence of previous disturbances. The Native American monitor shall be empowered to halt or redirect ground-disturbing

activities away from the vicinity of a discovery until the Qualified Archaeologist has evaluated the discovery and determined appropriate treatment. The Native American monitor shall keep daily logs detailing the types of activities that occurred and observations. Daily logs shall be submitted to the City on a weekly basis.

CUL-4: Unanticipated Discoveries. In the event of the unanticipated discovery of archaeological materials, the City shall immediately cease all work activities in the area (within approximately 50 feet) of the discovery until it can be evaluated by the Qualified Archaeologist. Construction shall not resume until the Qualified Archaeologist has conferred with the City on the significance of the resource and treatment has been implemented.

If it is determined that the discovered archaeological resource constitutes a historical resource or a unique archaeological resource pursuant to CEQA, avoidance and preservation in place shall be the preferred manner of mitigation. Preservation in place maintains the important relationship between artifacts and their archaeological context. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is determined to be infeasible and data recovery through excavation is the only feasible mitigation available, an Archaeological Resources Treatment Plan shall be prepared and implemented by the Qualified Archaeologist in consultation with the City that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource. The City shall consult with appropriate Native American representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered.

- b) **Less than significant with mitigation incorporated.** As noted above under Response (a), no known archaeological resources were identified within the BMP recommended project area as a result of the CHRIS-SCCIC records search. Although no known archaeological resources qualifying as unique archaeological resources have been identified within the BMP recommended project area, there is the possibility that ground disturbing activities extending into undisturbed areas and depths could encounter subsurface archaeological deposits that may qualify as unique archaeological resources. Therefore, project implementation has the potential to cause a substantial adverse change in the significance of a unique archaeological resource, however, with the incorporation of **Mitigation Measures CUL-1 through CUL-4** above, potential impacts to unknown archaeological resources that could qualify as unique archaeological resources under CEQA would be reduced to **less than significant**.
- c) **Less than significant with mitigation incorporated.** No known formal or informal cemeteries or other burial places are known to exist within the BMP recommended project area. However, because ground disturbing activities could occur in undisturbed areas and depths, it is possible that such activities could unearth, expose, or disturb previously unknown human remains. Implementation of **Mitigation Measure CUL-5** would reduce potential impact to unknown human remains to **less than significant**.

Mitigation Measures

CUL-5: Human Remains Discovery. If human remains are encountered, all work shall halt in the vicinity (within 50 feet) of the find and the Los Angeles County Coroner shall be contacted in accordance with PRC Section 5097.98 and Health and Safety Code Section 7050.5. If the County Coroner determines that the remains are Native American, the NAHC shall be notified in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by Assembly Bill 2641). The NAHC shall designate a Most Likely Descendent (MLD) for the remains per PRC Section 5097.98. Until the landowner has conferred with the MLD, the City shall ensure the immediate vicinity where the discovery occurred is not disturbed by further activity, is adequately protected according to generally accepted cultural or archaeological standards or practices, and that further activities take into account the possibility of multiple burials.

Energy

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

Discussion

- a) **Less than significant impact.** The BMP identifies proposed improvements to the City’s bicycle network. Implementation of individual projects identified in the BMP may require minor and temporary construction activities for these improvements. Construction is anticipated to be small-scale and would be limited to necessary construction of the proposed improvements that would improve the safety of the current bicycle network and improve intermodal convenience and accessibility. Construction would be required to comply with applicable CARB rules and regulations such as the ATCM that limits heavy-duty diesel motor vehicle idling to five minutes at any location (13 CCR, Section 2485). While the focus of this regulation is to reduce air pollutant emissions, the regulation results in co-benefits of transportation fuel savings from reducing unnecessary vehicle idling. The BMP does not include nor require the operation of new energy-consuming facilities. Adoption of the BMP would encourage non-motorized trips from residents, employees, and visitors in the City and assist in reducing long-term mobile source transportation fuel consumption. Based on the limited scale of construction activities, reduced long-term mobile source transportation fuel consumption, and compliance with applicable rules and regulations that would have co-benefits of transportation fuel savings, adoption of the BMP would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Impacts from BMP adoption would be less than significant.
- b) **No impact.** Implementation of the BMP would improve bicycling conditions in the City and proposed improvements are planned to connect to existing and other planned bikeways. The BMP would encourage bicycle activity through an expanded and improved bicycle network and provide for more convenient connections to public transit including the Metro Norwalk C Line (Green) Station, which would encourage non-motorized trips from residents, employees, and visitors in the City and assist in reducing mobile source transportation fuel consumption. Implementation of the BMP would not include nor require the operation of new energy-consuming facilities. The City is located within the jurisdiction of SCAG for regional transportation planning. On September 3, 2020, the SCAG Regional Council adopted the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS)* also known as “Connect SoCal,” which is an update to the previous 2012-2035 RTP/SCS and 2016-2040 RTP/SCS

(SCAG, 2020). The 2020-2045 RTP/SCS includes goals and strategies intended to improve mobility and access to diverse destinations, provide more transportation choices, and reduce vehicular demand. Based on the proposed improvements identified in the BMP that would encourage bicycle activity through an expanded and improved bicycle network and provide for more convenient connections to public transit, which would improve mobility and access to destinations and transit options and reduce long-term mobile source transportation fuel consumption, adoption of the BMP would have no conflicts with or obstruct a state or local plan for renewable energy or energy efficiency. Adoption of the BMP would have no impacts with respect to this criterion.

References

Southern California Association of Governments (SCAG), 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, September 3, 2020.

Geology and Soils

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VII. GEOLOGY AND SOILS — Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil ¹ creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a.i) **No impact.** Seismically induced surface or ground rupture occurs when movement on a fault deep within the earth breaks through to the surface as a result of seismic activity. Fault rupture almost always follows preexisting faults, which are zones of weakness. The BMP planning area is not located within an Alquist-Priolo Earthquake Fault Zone (California Geologic Survey [CGS], 2021a). The Norwalk Safety Element identifies one potentially active fault, the Norwalk Fault, in the southeastern portion of the City. However, the fault is considered to have a very low probability of producing severe earthquakes due to its lack of seismic activity (City of Norwalk 1996). No other faults in the Plan Area are delineated in CGS mapping or City planning documents. Therefore, the BMP would not be subject to adverse effects from fault rupture. No impact would occur from adoption of the BMP.

¹ The CBC, based on the International Building Code and the now defunct Uniform Building Code, no longer includes a Table 18-1-B. Instead, Section 1803.5.3 of the CBC describes the criteria for analyzing expansive soils.

- a.ii) **Less than significant impact.** Although no active faults are located within the BMP area, the plan area is located in the seismically active Los Angeles Basin. There is the potential to be exposed to high-intensity ground shaking associated with earthquakes due to the number of active faults in the region. However, implementation of BMP projects is not anticipated to involve substantial construction, since the proposed bicycle facilities would be implemented primarily within existing roadway rights-of-way. Further, proposed bikeway projects implementing the BMP would be subject to individual project review and would be required to comply with geotechnical engineering standards during construction to ensure that people or structures are not exposed to hazards related to seismic ground shaking. Therefore, impacts of adoption of the BMP related to strong ground shaking would be considered less than significant.
- a.iii) **Less than significant impact.** Liquefaction is a form of earthquake induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. The BMP planning area is located in an area that is considered to have a low to moderate liquefaction potential (City of Norwalk 1996). The City would be required evaluate the potential for liquefaction at individual bikeway project sites during final design and construction stages. Bikeway improvement projects would be required be implemented in accordance with applicable seismic standards and building codes. Therefore, the adoption of the BMP would not expose people or structures to potential substantial adverse effects related to liquefaction and impacts would be less than significant.
- a.iv) **No impact.** Landslides are movements of a mass of rock, debris, or earth down a slope (USGS 2021). According to CGS Seismic Hazard Zone maps, the BMP area is not located within areas that are susceptible to landslides (CGS 2021b). No impact would occur from adoption of the BMP.
- b) **Less than significant impact.** The BMP recommends a network of bicycle facilities primarily within existing roadway rights-of-way. Due to the previously developed nature of the roadway system, it is not anticipated that the proposed bikeway would require substantial construction. However, in instances when bikeway improvement projects require excavation, grading, or other ground-disturbing activities, construction would have the potential to disturb and expose native soils to soil erosion. Bikeway improvement projects with ground-disturbing activities exceeding 1 acre would be required to comply with the *NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction and Land Disturbance Activities* (Order 2009-0009-DWQ, NPDES No. CAS000002; as amended by Orders 2010-0014-DWQ and 2012-006-DWQ) (Construction General Permit). The Construction General Permit requires preparation and implementation of a stormwater pollution prevention plan (SWPPP), which involves the application of best management practices to control runoff from construction work sites. The best management practices would include, but would not be limited to, physical barriers to prevent erosion and sedimentation, construction of sedimentation basins, limitations on work periods during storm events, protection of stockpiled materials, and a variety of other measures to substantially reduce or prevent erosion from occurring during construction. Following construction activity, backfilling

- and minor grading would occur. With implementation of the site specific SWPPP and best management practices , impacts related to substantial soil erosion or loss of topsoil would be considered less than significant.
- c) **Less than significant impact.** As discussed above, adoption of the BMP would not result in adverse effects relating to liquefaction and landslides. Bikeway system improvements would be implemented primarily within existing rights-of-way, and would not involve substantial construction in undeveloped areas that would result in geologic hazards. The City would be required to comply with applicable seismic standards and building codes to further reduce the potential for geologic hazards during implementation of bikeway improvements. Therefore, impacts would be less than significant.
 - d) **Less than significant impact.** The BMP recommends a network of bicycle facilities primarily within existing roadway rights-of-way and implementing projects are not anticipated to involve substantial construction that would expose people or structures to geologic hazards. Bikeway improvement projects that require excavation, grading, or similar ground-disturbing activities would be implemented in accordance with geotechnical engineering standards to ensure that exposure to hazards related to expansive soils are reduced. Therefore, impacts would be less than significant.
 - e) **No impact.** The BMP does not include the installation or use of septic tanks or alternative wastewater disposal systems. Therefore, no construction or operational impacts associated with septic tanks or alternative wastewater disposal systems would occur.
 - f) **Less than significant with mitigation incorporated.** A review of the Geologic map of the Whittier and La Habra quadrangles (western Puente Hills) Los Angeles and Orange Counties, California (Dibblee and Ehrenspeck 2001) was conducted to assess the potential for paleontological resources to occur within the BMP recommended project area. Geologic maps indicate that the majority of the BMP recommended project area is underlain by Holocene-age alluvial deposits (Qa). These sediments are too young to contain fossilized remains and shallow ground disturbance is not likely to encounter unique paleontological resources in areas underlain by these sediments. The remainder of the BMP recommended project area is underlain by Pleistocene-age alluvial deposits, which do have the potential to contain fossils. Ground disturbance in these areas have the potential to encounter unique paleontological resources. In the event that unique paleontological resources are encountered during ground disturbing activities, the resource could be directly or indirectly destroyed resulting in a significant impact under CEQA. No unique geologic features are known to occur within the project area. With the incorporation of **Mitigation Measures GEO-1**, potential impacts to unique paleontological resources and unique geologic features under CEQA would be reduced to **less than significant**.

Mitigation Measures.

GEO-1: Paleontological Resources Discovery. If a paleontological resource is discovered during construction, all Project-related ground disturbing activities within a 100-foot buffer around of the find shall be temporarily diverted to facilitate

evaluation of the discovery and the City shall be immediately notified of the find. Work shall be allowed to continue outside of the buffer area. The City shall retain a Qualified Paleontologist (meeting the standards of the Society for Vertebrate Paleontology (2010)) to assist with the discovery. At the Qualified Paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor should assist in removing rock samples for initial processing and evaluation of the find. All significant fossils shall be collected by the paleontological monitor and/or the qualified paleontologist. Collected fossils shall be prepared to the point of identification and catalogued before they are submitted to their final repository. Any fossils collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the LACM, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they should be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs should also be filed at the repository and/or school.

References

- California Geologic Survey (CGS), 2021a. Alquist Priolo Earthquake Fault Zones (Web Map). Available at: <https://maps.conservation.ca.gov/cgs/informationwarehouse/apreports/>. Accessed November 10, 2021.
- California Geologic Survey (CGS), 2021b. Seismic Hazard Zone Web Map. Available at: <https://maps.conservation.ca.gov/cgs/DataViewer/>. Accessed November 10, 2021.
- City of Norwalk General Plan. Safety Element. February 29, 1996. Available at: <https://www.norwalk.org/home/showpublisheddocument/20045/636561304616800000>. Accessed November 10, 2021.
- Dibblee, T. W., & Ehrenspeck, H. E. 2001. *Geologic Map of the Whittier and La Habra Quadrangles (Western Puente Hills) Los Angeles and Orange Counties, California*. Map, Santa Barbara, CA; Dibblee Geological Foundation.
- U.S. Geological Survey (USGS), 2021. *What is a landslide and what causes one?* Available at: https://www.usgs.gov/faqs/what-a-landslide-and-what-causes-one?qt-news_science_products=0#qt-news_science_products. Accessed November 10, 2021.

Greenhouse Gas Emissions

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **Less than significant impact.** BMP identifies proposed improvements to the City’s bicycle network. Implementation of individual projects recommended in the BMP may require minor and temporary construction activities for these improvements. Construction would be limited to necessary small-scale construction of the proposed improvements, which would improve the safety of the current bicycle network and improve intermodal convenience and accessibility. Construction would be required to comply with applicable CARB rules and regulations such as the ATCM that limits heavy-duty diesel motor vehicle idling to five minutes at any location (13 CCR, Section 2485), which would reduce air pollutant emissions, including GHG emissions, by reducing unnecessary vehicle idling. Construction-related GHG emissions would be temporary and would no longer be emitted upon completion of the improvements. The BMP would not include nor require the operation of new GHG-emitting facilities. Adoption of the BMP would encourage non-motorized trips from residents, employees, and visitors in the City and assist in reducing long-term mobile source GHG emissions. Based on the long-term benefit in reduced mobile source GHG emissions, the BMP would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment and impacts would be less than significant.
- b) **No Impact.** As discussed above, the BMP identifies recommended projects that would best improve safety, meet biking demand, expand access, and connect activity centers. The City is located within the jurisdiction of SCAG for regional transportation planning. On September 3, 2020, the SCAG Regional Council adopted the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS)* also known as “Connect SoCal,” which is an update to the previous 2012-2035 RTP/SCS and 2016-2040 RTP/SCS (SCAG, 2020). The 2020-2045 RTP/SCS includes goals and strategies intended to improve mobility and access to diverse destinations, provide more transportation choices, and reduce vehicular demand. The BMP recommended improvements would encourage bicycle and pedestrian activity through an expanded and improved bicycle network and provide for more convenient connections to public transit. Projects implementing BMP proposed improvements would improve mobility and access to destinations and transit options and reduce long-term mobile source transportation GHG

emissions. Adoption of the BMP would have no conflicts with and applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

References

Southern California Association of Governments (SCAG), 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, September 3, 2020.

Hazards and Hazardous Materials

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **Less than significant impact.** Construction activities for the BMP’s proposed bikeway improvements would require equipment that uses hazardous materials such as petroleum fuels and oils. During construction, hazardous materials could accidentally be spilled or otherwise released into the environment and expose construction workers, the public, and/or the environment to potentially hazardous conditions. Construction activities that involve hazardous materials would be governed by several agencies, including the United States Environmental Protection Agency (USEPA), Los Angeles Department of Transportation (LADOT), Division of Occupational Safety and Health (Cal/OSHA), and Department of Toxic Substances Control (DTSC). Construction contractors would be required to implement best management practices for handling hazardous materials during construction activities, including following manufacturers’ recommendations and regulatory requirements for: use, storage, and disposal of chemical products and hazardous materials used in construction; avoiding overtopping construction equipment fuel tanks; routine maintenance of construction equipment; and proper disposal of discarded containers of fuels and other chemicals.

Compliance with applicable federal, state, and local standards is required; therefore, construction impacts related to the transport, use, or disposal of hazardous materials or accidental release of hazardous materials would be considered less than significant.

The proposed bikeways are not anticipated to require substantial operation or maintenance activities involving the transport, use, or disposal of hazardous materials. However, some projects may require periodic maintenance of bikeways. Maintenance activities that include the use of equipment or vehicles at the proposed bikeways are required to comply with applicable federal, state, and local standards related to hazardous materials, and the City would be required to implement best management practices during operations. Therefore, impacts from adoption of the BMP would be less than significant.

- b) **Less than significant impact.** As described above, construction and maintenance of BMP recommended projects would involve the use of equipment or vehicles carrying hazardous materials, such as petroleum fuels and oils, in the Plan Area. Compliance with applicable federal, state, and local standards is required, and the City would be required to implement best management practices for handling hazardous materials. Therefore, impacts to the public or the environment related to the release of hazardous materials would be less than significant.
- c) **Less than significant impact.** The BMP proposes bikeway improvement projects that would not emit hazardous substances near schools. However, construction of the proposed bikeways would require equipment that uses hazardous materials such as fuels or oils. Compliance with applicable federal, state, and local standards is required, and the City would be required to implement best management practices for handling hazardous materials. Impacts from adoption of the BMP would be less than significant.
- d) **Less than significant impact.** Government Code Section 65962.5 requires CalEPA to develop and annually update the Hazardous Waste and Substances Sites (Cortese) List. The information contained in the Cortese List is provided by DTSC and other state and local government agencies. A review of the DTSC EnviroStor database did not indicate any hazardous waste facilities within the Plan Area (DTSC 2021). The State Water Resources Control Board (SWRCB) GeoTracker database identifies a total of 12 active hazardous materials sites within the Plan Area: three Cleanup Program Sites, eight Leaking Underground Storage Tank (LUST) sites, and one Military Cleanup Site (SWRCB 2021). Most of the bikeway improvement projects would be implemented within existing roadway rights-of-way and would not be located on any of these hazardous materials sites. In addition, the City would be required to conduct project-specific analyses to inform final design of each bikeway improvement project, taking into consideration any hazardous materials sites. In the event that hazardous materials are discovered during construction, compliance with applicable federal, state, and local standards for removal of hazardous materials is required. Therefore, adoption of the BMP would not pose a hazardous threat to the public or environment. Impacts would be less than significant.

- e) **No impact.** The BMP study area is not located within an airport land use plan or within 2 miles of an airport. Therefore, the proposed bikeway improvement projects would not result in impacts to public or worker safety the vicinity of a public or private airport. No impact would occur from adoption of the BMP.

- f) **Less than significant impact.** Implementation of proposed improvements identified in the BMP would provide alternative forms of evacuation in the event of emergencies and would not interfere with local emergency response plans. Construction of proposed bikeway improvement projects may require temporary lane closures that could have the potential to affect emergency response times. Individual projects would be evaluated at the project level once details are known. The City would be required to ensure that significant impacts on the circulation system would not occur during construction within existing rights-of-way. This would be achieved through compliance with local agency design and construction standards, and through implementation of traffic control plans in instances when lane closures, sidewalk closures, or similar interruptions to the local circulation system are required. Therefore, impacts would be less than significant.

- g) **No impact.** The proposed bikeway improvement projects would not be implemented in an area that is classified as a Very High Fire Hazard Severity Zone (VHFHSZ) by the California Department of Forestry and Fire Protection (CAL FIRE) (CAL FIRE 2012). Due to the highly urbanized nature of the BMP planning area, the proposed bikeway facilities projects would not result in new wildfire hazards. Therefore, the BMP would not have the potential expose people or structures to hazards related to wildlife fires from adoption of the BMP.

References

- California Department of Forestry and Fire Protection (CAL FIRE), 2012. Very High Fire Hazard Severity Zones in LRA Map – Los Angeles County. Available:
<https://osfm.fire.ca.gov/media/7280/losangelescounty.pdf>. Accessed November 12, 2021.
- California Department of Toxic Substances Control (DTSC), 2021. EnviroStor Database.
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Hydrology and Water Quality

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **Less than significant impact.** The BMP recommends bikeway improvements primarily within existing rights-of-way. It is not anticipated that implementation of bikeway improvements on existing roadways would require substantial off-road construction. However, in instances when ground-disturbing activities are required, sediment and exposed soil would have the potential to erode and be transported to down-gradient areas, potentially resulting in water quality standard violations. Additionally, stormwater passing through bikeway construction sites has the potential to pick up construction-related chemicals, such as fuels or oils from construction equipment that may pass into the local stormwater collection system, impacting water quality. Projects implementing BMP recommended improvements would be required to prepare a project-specific SWPPP that would identify site-specific best management practices to control erosion, sediment, and other potential construction-related pollutants. Compliance with the SWPPP would maintain water quality in accordance with the Regional Water Quality Control Board (RWQCB) standards such that construction of proposed projects would not violate any water quality standards. In addition, the City would be required to conduct project-specific

- analyses to inform final design of each bikeway improvement project, taking into consideration applicable water quality standards. With implementation of site-specific SWPPPs and best management practices , and compliance with applicable regulations during project design, impacts related to water quality standards or waste discharge requirements would be less than significant.
- b) **No impact.** Implementation of bikeway improvements recommended in the BMP would occur primarily within existing roadways and would not significantly change hydrology patterns or decrease water quality. Further, the proposed bikeway improvements would not require substantial amounts of water that would deplete local groundwater supplies. No impact would occur from adoption of the BMP.
- c.i) **Less than significant impact.** Construction of the proposed bikeways would have the potential to temporarily alter the localized drainage pattern in the Plan Area in the event that ground-disturbing activities, such as grading and excavation, are required. Such alterations in the drainage pattern may temporarily result in erosion or siltation if substantial drainage is rerouted. However, as discussed above in Section X (a), implementation of project-specific SWPPPs during construction would minimize the potential for erosion or siltation through the implementation of best management practices . Therefore, impacts associated with substantial erosion or siltation would be less than significant.
- c.ii) **Less than significant impact.** As described above for Section X (c.i), ground-disturbing activities may be required during construction for some of the proposed bikeway projects. Such activities would contribute to temporary alterations in the localized drainage pattern, and would have the potential to increase the rate or amount of surface runoff if substantial drainage is rerouted. However, bikeway construction projects would be required to implement project-specific SWPPPs and best management practices in accordance with the Construction General Permit to minimize the potential for flooding. Once operational, the proposed bikeway improvements are not anticipated to substantially alter drainage patterns, as the projects would be implemented primarily within existing rights-of-way, and would not involve large structures or introduce substantial new impervious surfaces to the Plan Area. In addition, the City would be required to conduct project-specific analyses to inform final project designs, taking into consideration potential flooding impacts and applicable stormwater regulations. Therefore, impacts would be less than significant
- c.iii) **Less than significant impact.** The majority of the recommended bikeway projects in the BMP are not anticipated to require substantial construction, as the projects would be implemented primarily within existing roadways. Some bikeway improvements may be constructed off-road, resulting in slight alterations to existing drainage patterns in the Plan Area. However, proposed bikeway projects are not expected to occur outside the existing rights-of-way to the extent that they substantially increase the rate or amount of polluted runoff or exceed existing and planned stormwater systems during operations. Bikeway construction projects would be required to implement project-specific SWPPPs with best

- management practices to minimize impacts related to runoff in accordance with provisions of the Construction General Permit. In addition, the City would be required to conduct project-specific analyses to inform final project designs, taking into consideration stormwater drainage and applicable water quality standards. Therefore, impacts would be less than significant.
- c.iv) **Less than significant impact.** The majority of the proposed bikeway projects in the BMP are not anticipated to require substantial construction, as the projects would be implemented primarily within existing roadways. As described in Section X (c.ii) above, bikeway construction projects would be required to implement project-specific SWPPPs and best management practices in accordance with the Construction General Permit to minimize the potential for flooding. Once operational, the proposed bikeway improvements are not anticipated to substantially alter drainage patterns, as the projects would be implemented primarily within existing rights-of-way, and would not involve large structures or introduce substantial new impervious surfaces to the Plan Area. In addition, the City would be required to conduct project-specific analyses to inform final project designs, taking into consideration potential flooding impacts and applicable stormwater regulations. Therefore, project impacts related to flood flows would be less than significant.
- d) **Less than significant impact.** The western half of the Plan Area is located on land that is designated by the Federal Emergency Management Agency (FEMA) as a 500-year flood hazard area with reduced risk due to a levee (Zone X), which corresponds to areas that have moderate flood risk potential. The San Gabriel River channel at the western boundary of the Plan Area is the reason for Plan Area's Zone X designation, and the channel itself is designated as a 100-year flood hazard area contained in a channel (Zone A) (FEMA 2021). Potential inundation of the Plan Area would have the potential to release chemicals (such as those from fuels or oils from equipment) from the bicycle facilities projects during construction. As described in the above impacts, project-specific SWPPPs would be implemented to minimize the potential for pollutant runoff. In the event flooding/inundation occurs, compliance with the SWPPP would maintain water quality in accordance with the RWQCB standards such that construction of the proposed project would not violate any water quality standards. Therefore, impacts related to flooding and pollutant release would be less than significant.
- The City of Norwalk is not located near the ocean, nor is it located within a tsunami hazard area (CGS 2021c). There are no large landlocked bodies of water, such as harbors, bays, or lakes, in close proximity to the planning area that could expose the project site to impacts related to a seiche event. Therefore, no impact related to seiches or tsunamis would occur from adoption of the BMP.
- e) **No Impact.** The BMP identifies proposed improvements to the City's bicycle network. No other components are proposed that would require groundwater supplies or otherwise interfere with groundwater recharge. No impacts would occur from adoption of the BMP.

References

California Geological Survey (CGS), 2021c. Tsunami Hazard Area Web Map. Available at: https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/. Accessed November 11, 2021.

Federal Emergency Management Agency (FEMA), 2021. FEMA Flood Map Service Center. Available at: <https://msc.fema.gov/portal/search?#searchresultsanchor>. Accessed November 11, 2021.

Land Use and Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XI. LAND USE AND PLANNING — Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No impact.** The BMP would be a program document to improve the bicycle network. The proposed improvements would primarily be located within existing right-of-way with some exceptions. The anticipated exceptions would be a proposed bike path in the Norwalk C/Green Line station adjacent to the parking lot and a proposed bike path along the train tracks that cross diagonally through the City. The BMP improvements have been designed to connect seamlessly to existing and other planned bikeways within and adjacent to the City. Therefore, adoption of the BMP would not physically divide an established community and no impact would result.
- b) **No impact.** The proposed project is the adoption of the BMP. The BMP offers improvement projects, programs, and policies intended to encourage biking throughout Norwalk. The BMP identifies facility needs that would enhance the safety and comfort of biking. Implementation of the bicycle projects identified in the BMP would be dependent on the availability of funding sources and would be subject to future environmental review on a case-by-case basis.

The Norwalk General Plan, adopted in 1996, is the primary planning document for Norwalk and serves to guide development in the City. The General Plan Circulation Element provides the policy framework for the regulation and development of transportation systems, balancing demands for moving people and goods within the City. The goals and policies related to bicycling of the Circulation Element generally strive to guide future development that ensures safe and efficient travel for both bicycles and vehicles and encourages alternative forms of transportation. Specifically, the BMP is consistent with the following Circulation Element goals:

- **Goal 5:** An efficient bicycle and pedestrian circulation system that encourages these alternative forms of Transportation.
- **Goal 6:** Ensure that development of Class II bike lanes provides for the safe and efficient travel of both bicycles and vehicular traffic.

Therefore, adoption of the BMP would not conflict with land use plans or policies and no project impacts would result.

Mineral Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XII. MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No impact.** According to the most recent maps prepared by the CGS in accordance with the California Surface Mining and Reclamation Act (SMARA) of 1975, the Plan Area is mostly classified as MRZ-1. The MRZ-1 classification designates areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. The northernmost portion of the Plan Area is designated as MRZ-3: areas where mineral deposits are known to exist, but the significance of which are not known (DOC 1994). The BMP includes bikeway improvements primarily within existing rights-of-way and would not involve extraction of mineral resources. Therefore, adoption of the BMP would not result in the loss of availability of a known mineral resource.
- b) **No impact.** The BMP would be a program document to improve the bicycle network. Significant mineral resource deposits are not identified in the Plan Area by CGS mapping or in the City of Norwalk General Plan (DOC 1994; City of Norwalk 1996). Therefore, no impact would occur from adoption of the BMP

References

City of Norwalk. (1996). City of Norwalk General Plan. February 29, 1996. Retrieved October 2021 from <https://www.norwalk.org/home/showpublisheddocument/20041/636561304601230000>.

California Department of Conservation (DOC), 1994. Update of Mineral Land Classification of Portland Cement Concrete Aggregate in Ventura, Los Angeles, and Orange Counties, California, Part II – Los Angeles County, Miller R. V., Open File Report 94-14. Plate 1B: Generalized Mineral Land Classification Map of Los Angeles County – South Half. Accessed November 19, 2021.

Noise

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XIII. NOISE — Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **Less than significant impact.** The BMP would be a program document to improve the bicycle network. Individual projects implementing recommended improvements may require minor and temporary construction activities for bike lane striping, sidewalk and bike/pedestrian bridges, and potentially street resurfacing, if needed. Section 9.04.150(E) of the City of Norwalk Municipal Code (CNMC) includes standards for construction activity, which limits the erection (including excavation), demolition, alteration, construction, or repair of any building other than between the hours of 7:00 a.m. and 6:00 p.m. or sunset, whichever is later. Implementation of the BMP recommended improvements could result in a temporary increase in ambient noise resulting from the use of construction equipment, any temporary increase in noise levels would cease upon completion of construction. Specific implementation projects would be subject to City review and would comply with the construction hours specified in Section 9.04.150(E). Furthermore, as discussed in the Project Description, the proposed BMP improvements would primarily occur within the existing right-of-way of different street segments in the City (as identified in the Project Description) with the exception of a proposed bike path in the Norwalk C/Green Line station adjacent to the parking lot that would require coordination with LA Metro and a proposed bike path along the train tracks that cross diagonally through the City that would require coordination with Southern Pacific. Since the proposed improvements would occur at various locations in the City, no specific sensitive receptor would be exposed to noise from buildout of all projects recommended under the BMP. The adoption of the BMP would not include nor require the operation of new sources of long-term noise. Based on the proposed project's conformance with City noise standards for short-term and temporary construction and the project's long-term benefit in reduced VMT reduced traffic-related roadway noise, the proposed project would not generation a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies and impacts would be less than significant.

- b) **Less than significant impact.** As discussed above, specific projects implementing BMP proposed improvements may require minor and temporary construction activities, but would comply with the construction hours specified in CNMC Section 9.04.150(E). Construction equipment, such as loaded trucks and dozers, may generate vibration; however, vibration intensive equipment such as pile drivers would not be required. In addition, the BMP does not recommend vibration intensive activities such as building demolition or mass excavation. Furthermore, since the recommended BMP improvements would occur at various locations in the City, no specific sensitive receptor would be exposed to vibration from buildout of all projects recommended in the BMP. The BMP would not include nor require the operation of new long-term vibration sources. Based on the above, adoption of the BMP would not result in the generation of excessive groundborne vibration or groundborne noise levels and impacts would be less than significant.
- c) **No impact.** The nearest public airport to the City is the Fullerton Municipal Airport, located approximately four miles to the southeast. Additionally, there are no private airstrips located within 2 miles. Therefore, the adoption of the BMP would have no impact related to public or private airport/airstrip noise levels.
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Population and Housing

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **Less than significant impact.** The BMP would be a program level planning document that lays out the steps for the City to promote and enhance biking in the City. Bikeway improvement projects that would be implemented under the BMP would primarily be located within existing right-of-way and provide an alternative mode of transportation to existing and future residents and employees in the City that would not substantially induce population growth. The proposed BMP would be consistent with the City of Norwalk General Plan goals as identified above in Section XI, b. . Therefore, less than significant impacts would occur from adoption of the BMP.
- b) **No Impact.** The BMP would a program level planning document that lays out the steps for the City to promote and enhance biking in the City. The BMP bikeway improvements are proposed primarily within existing rights-of-way. The anticipated exceptions would be a proposed bike path in the Norwalk C/Green Line station adjacent to the parking lot and a proposed bike path along the train tracks that cross diagonally through the City. Therefore, adoption of the BMP would not displace existing people or housing and no impact would result from adoption of the BMP.

Public Services

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a.i) **Less than significant impact.** The Los Angeles County Fire Department (LAFD) provides fire suppression and emergency medical services to the City of Norwalk. The BMP would be a program level planning document that lays out the steps for the City to promote and enhance biking in the City. The adoption of the BMP would primarily encourage bikeway improvements to provide transportation alternatives to existing and future residents and employees in the City. The BMP recommended improvement projects would include non-motorized trips from residents, employees, and visitors on a network of bicycle facilities within the City, primarily within existing rights-of-way. Such operational activities would not result in new fire hazards or an increased demand for fire services. Furthermore, specific implementing projects would be subject to City review and would be required to comply with the goals and policies under the City’s and the County’s General Plan, development codes, and other relevant regulatory documents. Therefore, adoption of the BMP would result in less than significant impacts.

a.ii) **Less than significant impact.** Police protection services in the City of Norwalk are provided by the Los Angeles County Sheriff’s Department (LASD). The BMP would be a program level planning document that lays out the steps for the City to promote and enhance biking in the City. The adoption of the BMP would primarily encourage bikeway improvements to provide transportation alternatives to existing and future residents and employees in the City. The Plan would not generate additional residents that would in turn result in the need for new or expanded police project services. Impacts from adoption of the BMP would be less than significant.

Construction and operation of recommended bikeway improvement projects would result in more people commuting on bikeways, however the activities are not anticipated to result in the need for additional police protection beyond what is already provided, as the BMP

- and its individual projects would be required to comply with the goals and policies under the City's and the County's General Plan, development codes, and other relevant regulatory documents. Impacts would be less than significant.
- a.iii) **No Impact.** The BMP would be a program level planning document that lays out the steps for the City to promote and enhance biking in the City. The adoption of the BMP would primarily encourage bikeway improvements to provide transportation alternatives to existing and future residents and employees in the City. The Plan would not generate additional residents that would in turn result in the need for new or expanded school facilities. No Impact on school facilities would occur from implementation of the BMP.
- a.iv) **Less than significant impact.** implementation of the BMP's recommended bikeway improvements would increase connections between existing recreational facilities and parks within the Plan Area, and could result in incremental increases in park use by existing residents. The BMP would be required to comply with the goals and policies under the City's General Plan, development codes, and other relevant regulatory documents to ensure that physical deterioration of existing parks does not occur as a result of the bikeway improvement projects. Further, the City is required to conduct project-specific analysis upon final design and incorporate measures, as necessary, to reduce impacts related to the physical deterioration of parks. Impacts from adoption of the BMP would be less than significant.
- a.v) **No Impact.** The Adoption of the BMP would not result in population or employment growth in the Plan Area or cause other demographic changes that would increase the demand for new or expanded services or public facilities. No impact would occur.
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Recreation

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less than significant impact.** Adoption of the BMP would not substantially increase the demand for neighborhood or regional parks or other recreational facilities. The BMP identifies facility needs, recommended improvement projects (including priority projects), programs, and policies intended to encourage biking throughout Norwalk. Increased demand for recreational facilities is typically associated with population growth such as new housing or the generation of new jobs. As such, adoption of the BMP is not anticipated to result in substantial deterioration of these facilities impacts would be less than significant.
- b) **Less than significant impact.** Adoption of the BMP would not require the construction or expansion of recreational facilities beyond the recommended improvements to the bicycle network. The BMP identifies facility needs, recommended improvement projects (including priority projects), programs, and policies intended to encourage biking throughout Norwalk. Projects implementing BMP recommended improvements would be subject to City review would be required to comply with the goals and policies under the City’s development codes, and other relevant regulatory documents. Therefore, adoption of the BMP would result in less than significant impacts.

Transportation

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

Discussion

- a) **Less than significant impact.** The BMP would be a planning document to help guide improvements to the bicycle network. The BMP offers improvement projects, programs, and policies intended to encourage biking throughout Norwalk. The BMP identifies facility needs that would enhance the safety and comfort of biking. Implementation of the bicycle projects identified in the BMP would be dependent on the availability of funding sources and would be subject to future environmental review on a case-by-case basis. Individual projects to implement the BMP would be required to comply with the goals and policies under the City's General Plan, development codes, and other relevant regulatory documents. Therefore, adoption of the BMP would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.
- b) **Less than significant impact.** The BMP would be a planning document to help guide improvements to the bicycle network. Adoption of the BMP would not directly create any transportation-related impacts. Specific implementation projects would be subject to environmental review and would provide expanded biking opportunities in the City as an alternative form of transportation to vehicles. Thereby, implementation of BMP improvement projects could reduce motor vehicle traffic, which would reduce vehicle miles traveled (VMT). Pursuant to CEQA Guidelines section 15064.3, subdivision (b), transit and active transportation projects generally reduce VMT and therefore are presumed to cause a less than significant impact on transportation (OPR 2018). Therefore, impacts associated with adoption of the BMP would be less than significant.
- c) **Less than significant impact.** The BMP would be a planning document to help guide improvements to the bicycle network. The BMP proposes a bikeway network as shown above in **Error! Reference source not found.** The proposed bikeway network includes a focus on prioritizing low-volume, low-speed roadways for bike routes and bike boulevards throughout much of the City and providing high quality connections across major streets to connect the network. The recommended bicycle network establishes a set of bike lanes

and bike routes to serve both experienced bicyclists as well as less-experienced bicyclists. The BMP also recommends following national and statewide best design practices (such as FHWA and NACTO) when designing and implementing bikeways on City streets as well as separated bike paths. Furthermore, when specific bicycle projects are implemented, the City would conduct project-level review including CEQA analysis, as necessary. Therefore, no impacts associated with adoption of the BMP would be less than significant.

- d) **Less than significant impact.** The BMP would be a planning document to help guide improvements to the bicycle network. Implementation of proposed improvements identified in the BMP would provide alternative forms of evacuation in the event of emergencies and would not interfere with local emergency response plans. Construction of proposed bikeway improvement projects may require temporary lane closures that could have the potential to affect emergency response times. Individual projects would be evaluated at the project level once details are known. The City would be required to ensure that significant impacts on the circulation system would not occur during construction within existing rights-of-way. This would be achieved through compliance with local agency design and construction standards, and through implementation of traffic control plans in instances when lane closures, sidewalk closures, or similar interruptions to the local circulation system are required. Therefore, impacts would be less than significant.

References

Governor's Office of Planning and Research (OPR). Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018.

Tribal Cultural Resources

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

a.i and a.ii) **Less than significant with mitigation incorporated.** In a letter dated November 22, 2021, the Native American Heritage Commission (NAHC) indicated that a Sacred Lands File (SLF) search conducted in connection with the BMP recommended project yielded negative results – meaning no sacred lands were identified. The City notified four tribal groups in compliance with AB 52. One tribal group requested consultation and provided mitigation recommendations; however, no tribal cultural resources were identified. Ground disturbance in areas or at depths not previously disturbed have the potential to cause a substantial adverse change in the significance of a tribal cultural resource under either (a)(i) or (a)(ii), however, with the incorporation of **Mitigation Measures CUL-1 through CUL-4**, would be reduced to **less than significant**.

Mitigation Measures: CUL-1 through CUL-4

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less than significant impact.** The BMP proposes new and expanded bike lanes, shared-use sidewalks, and bike/pedestrian bridges to facilitate bike/pedestrian movement through the City. Construction at the proposed improvement sites would be minor and temporary in nature, and would not require substantial amounts of water, electric power, or natural gas. As discussed in Section X, *Hydrology and Water Quality*, construction of the proposed project would not result in stormwater runoff that exceeds existing drainage system capacities with implementation of project-specific SWPPPs and best management practices. Operation of the proposed project would include non-motorized trips from residents, employees, and visitors on a network of bicycle facilities within the City. The proposed project would not implement new structures requiring substantial amounts of water, electric power, or natural gas, and would not involve substantial new impervious surfaces or structures which could impact existing drainage patterns. However, the City would be required to conduct project-specific analyses to ensure that such impacts would not occur. Therefore, the proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electrical power, natural gas, or telecommunications facilities. Impacts would be less than significant.
- b) **Less than significant impact.** The BMP may require minimal amounts of water during construction activities, as well as maintenance of related improvements for the proposed bikeway projects, such as landscaping. Any required water supplies would be provided by

- imported water trucks. No facilities are proposed that would require substantial water supplies. Impacts are considered less than significant.
- c) **No Impact.** Wastewater generated during construction would be collected within portable toilet facilities. All wastewater generated in portable toilets would be collected by a permitted portable toilet waste hauler and appropriately disposed of at an identified liquid-disposal station. Upon completion of construction activities, the proposed project would include non-motorized trips from residents, employees, and visitors on a network of bicycle facilities within the City, and would not involve any structures requiring wastewater treatment. Therefore, construction or expansion of water or wastewater facilities would not be required. No impact would occur.
- d) **Less than significant impact.** The majority of waste generated by the proposed project would occur during construction. However, construction would be limited to small scale painting for the striping of bike lanes, small scale construction of several shared-use sidewalks and bike/pedestrian bridges, and potentially street resurfacing in limited areas, if needed. No substantial demolition, mass grading, or excavation would be required. Disturbed soils, if any, would be dispersed on-site, and recyclable wastes would be taken to a nearby recycling facility in accordance with state and local regulatory standards related to solid waste. Any wastes that are not recyclable are required to be taken by a local waste service provider to be filled at a local landfill which has sufficient remaining capacity at the time of project implementation. As a result, the amount of waste generated during implementation of improvement projects is not anticipated to exceed nearby landfill serving capacities, or otherwise impair the attainment of solid waste reduction goals. Impacts would be less than significant.
- e) **Less than significant impact.** As described above, the proposed project would be served by recycling facilities that would be capable of accommodating minimal amounts solid waste generated at the improvement sites. Upon completion of construction, the network of bicycle facilities would be used for non-motorized trips from residents, employees, and visitors within the City. The proposed project would continue to comply with federal, state, and local regulations related to solid waste. Impacts would be less than significant.
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Wildfire

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less than significant impact.** The BMP would be a planning document to help guide improvements to the bicycle network. The proposed bikeway improvements would not be implemented in an area that is classified as a Very High Fire Hazard Severity Zone (VHFHSZ) by the California Department of Forestry and Fire Protection (CAL FIRE) (CAL FIRE 2012). Implementation of proposed improvements identified in the BMP would provide alternative forms of evacuation in the event of emergencies and would not interfere with local emergency response plans. Construction of proposed bikeway improvement projects may require temporary lane closures that could have the potential to affect emergency response times. Individual projects would be evaluated at the project level once details are known. The City would be required to ensure that significant impacts on the circulation system would not occur during construction within existing rights-of-way. This would be achieved through compliance with local agency design and construction standards, and through implementation of traffic control plans in instances when lane closures, sidewalk closures, or similar interruptions to the local circulation system are required. Therefore, impacts would be less than significant.
- b) **Less than significant impact.** The BMP would be a planning document to help guide improvements to the bicycle network. The proposed improvements would primarily be located within existing right-of-way with some exceptions. The anticipated exceptions would be a proposed bike path in the Norwalk C/Green Line station adjacent to the parking lot and a proposed bike path along the train tracks that cross diagonally through the City. The BMP improvements have been designed to connect seamlessly to existing and other planned bikeways within and adjacent to the City. The proposed bikeway improvement projects would not be implemented in an area that is classified as a Very High Fire Hazard Severity Zone (VHFHSZ) by the California Department of Forestry and Fire Protection

- (CAL FIRE) (CAL FIRE 2012). Due to the urbanized nature of the BMP planning area, the proposed bikeway improvements would not result in new or substantially increased wildfire fire risk to occupants in the area. Therefore, impacts would be less than significant.
- c) **Less than significant impact.** The BMP would be a planning document to help guide improvements to the bicycle network. The proposed bikeway improvement projects would not be implemented in an area that is classified as a Very High Fire Hazard Severity Zone (VHFHSZ) by the California Department of Forestry and Fire Protection (CAL FIRE) (CAL FIRE 2012). The Adoption of the BMP would not 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. Due to the highly urbanized nature of the BMP planning area, the proposed bikeway improvements would not result in new or substantially increased wildfire fire risk. The proposed improvements would primarily be located within existing right-of-way with some exceptions. The anticipated exceptions would be a proposed bike path in the Norwalk C/Green Line station adjacent to the parking lot and a proposed bike path along the train tracks that cross diagonally through the City. The BMP improvements have been designed to connect seamlessly to existing and other planned bikeways within and adjacent to the City. Therefore, impacts would be less than significant.
- d) **Less than significant impact.** The proposed bikeway improvement projects would not be implemented in an area that is classified as a Very High Fire Hazard Severity Zone (VHFHSZ) by the California Department of Forestry and Fire Protection (CAL FIRE) (CAL FIRE 2012). Bikeway system improvements would be implemented primarily within existing rights-of-way, and would not involve substantial construction in undeveloped areas that would result in geologic hazards. The City would be required to comply with applicable seismic standards and building codes to further reduce the potential for geologic hazards during implementation of bikeway improvements. Therefore, impacts would be less than significant.

References

- California Department of Forestry and Fire Protection (CAL FIRE), 2012. Very High Fire Hazard Severity Zones in LRA Map – Los Angeles County. Available: <https://osfm.fire.ca.gov/media/7280/losangelescounty.pdf>. Accessed November 12, 2021.

Mandatory Findings of Significance

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less than significant with mitigation incorporated.** Bikeway improvement projects that would be implemented under the BMP would primarily be located within existing right-of-way within a developed urban environment. As discussed in Section IV), adoption of the BMP may affect nesting birds and roosting bats, as suitable habitat occurs for tree, shrub, and cavity-nesting special-status birds and bats within the City, and mitigation would be required prior to or during construction. Implementation of Mitigation Measures BIO-1 and BIO-2 would reduce potentially significant impacts to nesting birds and roosting bats during construction to less than significant. With compliance with Mitigation Measures BIO-1 and BIO-2, the BMP would not result in impacts on biological resources that would have the potential to 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, or substantially reduce the number or restrict the range of a rare or endangered plant or animals

As discussed in Section V, one built environment resource (P-19-186110) that is eligible for listing in the NRHP and CRHR is within the BMP project area, and therefore qualifies as a historical resource pursuant to CEQA Guidelines Section 15064.5(a). However, the proposed BMP alignment would be adjacent to the resource and the BMP recommended project would not alter or otherwise modify this resource. The significance of the resource would not be materially impaired, and the resource would continue to convey its historical significance upon project completion. Therefore, the BMP recommended project would not result in a substantial adverse change to this historical resource and impacts to this historical resource would be less than significant. In addition, no impacts to other built

environment resources qualifying as historical resources would occur since the BMP recommended project does not propose to alter demolish or alter any buildings or structures. In the unlikely event that archaeological resources are encountered they may qualify as historical resources pursuant to CEQA. With the incorporation of Mitigation Measures CUL-1 through CUL-4, potential impacts to archaeological resources would be reduced to a less than significant level. Therefore, the BMP would not eliminate important examples of the major periods of California history or prehistory and impacts would be less than significant with mitigation incorporated.

- b) **Less than significant with mitigation incorporated.** A cumulative impact would occur if the BMP would result in an incrementally considerable contribution to a significant cumulative impact in consideration of past, present, and reasonably foreseeable future projects for each resource area. As indicated above, there are a number of environmental issues areas for which the BMP would have no impact. These issues include agricultural and forestry resources, land use, and mineral resources. For these issue areas, as the BMP would have no impact, the BMP would also not contribute to a cumulatively significant impact.

The BMP would result in a less than significant impact in certain environmental issue areas but because of the location and nature of the BMP, the BMP would not contribute to a cumulatively significant impact. However, the BMP could contribute to cumulatively significant impacts when considered together with other past, present, or reasonably foreseeable future projects in the vicinity of the study area for those areas in which a potentially significant impact has been identified. However, with implementation of Mitigation Measures BIO-1, BIO-2, CUL-1 through CUL-5, and GEO-1, the BMP would be reduced to less than significant impacts. With implementation of mitigation measures, the BMP would not result in an incrementally considerable contribution to a significant cumulative impact. Therefore, with implementation of mitigation measures, a less than significant cumulative impact would occur.

- c) **Less than significant impact.** Adoption of the BMP would not cause substantial adverse effects on human beings. The BMP would be a program level planning document that lays out the steps for the City to promote and enhance biking in the City. In addition to expanding the bicycle network, one of the primary goals of the BMP is to improve safety for bicyclists that would have a beneficial impact on human beings. Implementation of recommended bicycle improvement projects would be subject to City review for compliance with City design and construction standards. Therefore, adoption of the BMP would result in less than significant impacts.

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Appendix A

Bicycle Master Plan



