



## 11.0 Appendices

---

**This page intentionally left blank.**



## 11.1 Notice of Preparation/ Initial Study

---

**This page intentionally left blank.**



---

## NOTICE OF PREPARATION NOTICE OF PUBLIC SCOPING MEETING

---

### NORWALK TRANSIT VILLAGE PREPARATION OF ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING

**Lead Agency:** City of Norwalk

**Project Applicant:** City of Norwalk

**Notice of Preparation Review Period:** Friday, July 8, 2022 to Monday, August 8, 2022

**Scoping Meeting:** July 21, 2022, 6:00 p.m. to 7:30 p.m., details below.

**Notice is hereby given** that the City of Norwalk (City), as Lead Agency under the California Environmental Quality Act (CEQA), will prepare an Environmental Impact Report (EIR) for the Norwalk Transit Village (proposed project) pursuant to the California Public Resources Code, Division 13, Section 21000 et seq. (CEQA Statute), and the California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq. (CEQA Guidelines).

The purpose of this Notice of Preparation (NOP) is to (1) serve as a public notice pursuant to CEQA Guidelines Section 15082 that an EIR will be prepared; (2) advise and solicit comments and suggestions regarding the scope and content of the EIR to be prepared; and (3) provide notice of the public scoping meeting. The City is seeking your input regarding the scope and content of the EIR, including input on potentially significant environmental effects, mitigation measures, or project alternatives that should be explored in the EIR. If you represent a public agency, the City seeks input as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project.

Due to time limits mandated by state law, public agencies, members of the public, or any other interested parties are requested to respond to this NOP in writing no later than 30 days from the date of this NOP. The City will accept written comments regarding this NOP through the close of business on **Monday, August 8, 2022**. Please send all written comments, including emailed comments, to Jonathan Kwan at the address below.

**Project Location:** Approximately 32.3-acre site located at 13200 Bloomfield Avenue, Norwalk, Los Angeles County, California. A detailed project location, including a mapping of the project site, is included in the Initial Study, available for review at:

<https://www.norwalk.org/city-hall/departments/community-development/planning/advanced-planning-projects/norwalk-transit-village>

**Description:** The City will prepare an EIR to analyze environmental impacts associated with implementation of the proposed project, which would include the establishment of the *Norwalk Transit Village Specific Plan* (Specific Plan) to allow the demolition of the former California Youth Authority (CYA) facility, construction of a mixed-use

transit-oriented community with a mix of office/retail, hotel, multi-family residential uses, and park land uses. Other project entitlements include a General Plan Amendment and Tentative Tract Map. The project would allow future development of five residential blocks (up to 770 units) with a total of up to 13,500 square feet of ancillary commercial (office/retail) use, a maximum of 10,000 square feet of quasi-civic uses, a non-residential block containing commercial uses with a maximum F.A.R. of 0.50 and a 150-key hotel, and common and private open space areas (e.g., a 1.6-acre park, 1.5-acre linear park and tot lot, a 0.9-acre open space area adjoining Zimmerman Park, a 0.3-acre linear park). A detailed project description is included in the Initial Study, available for review at <https://www.norwalk.org/city-hall/departments/community-development/planning/advanced-planning-projects/norwalk-transit-village>.

**Potential Environmental Effects:** An analysis of the potential environmental effects are contained in the Initial Study, available for review at <https://www.norwalk.org/city-hall/departments/community-development/planning/advanced-planning-projects/norwalk-transit-village>. In accordance with Section 15082 of the CEQA Guidelines, the City has prepared this NOP to provide agencies, organizations, and interested parties with information describing the proposed project and its potential environmental effects.

The City has determined that the proposed project could potentially affect 16 of the 20 environmental topic areas identified in Appendix G of the CEQA Guidelines. These 16 topical areas are aesthetics, air quality, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and service systems. These impacts will be analyzed in detail in the EIR. The EIR will also address mandatory findings of significance. The EIR will address the short- and long-term effects of the proposed project on the environment. Feasible mitigation measures will be proposed for impacts that are determined to be potentially significant and reasonable alternatives will be considered. A mitigation monitoring program will also be developed for any mitigation measures required by the City. The proposed project is expected to have no impact on agriculture and forestry resources, biological resources, mineral resources, or wildfire, and therefore the EIR will not present a detailed analysis of the project's impact related to these topical areas.

**Document Availability:** The Initial Study is available for download on the City's official website <https://www.norwalk.org/city-hall/departments/community-development/planning/advanced-planning-projects/norwalk-transit-village>. In addition, a hard copy of the NOP/Initial Study is available for review at the following locations:

- **City of Norwalk**  
Community Development, Room 12  
12700 Norwalk Boulevard  
Norwalk, CA 90650
- **Norwalk Library**  
12350 Imperial Highway  
Norwalk, CA 90650

**The 30-day public review period for the NOP is from Friday, July 8, 2022 to Monday, August 8, 2022.** In accordance with the time limits mandated by State law, if there are any concerns about the scope and content of the information to be addressed in the EIR, written comments may be submitted via email or by mail to the addresses below. All written comments should be submitted at the earliest possible date but must be submitted no later than the close of business Monday, August 8, 2022. Public agencies should identify the contact person for your agency in your written comments.

**Public Comments:** Please submit your comments to:

- Mr. Jonathan Kwan, Contract Planner
- Mailing Address:  
City of Norwalk  
Community Development, Room 12  
12700 Norwalk Boulevard  
Norwalk, CA 90650
  - Email Address: [JKwan@norwalkca.gov](mailto:JKwan@norwalkca.gov)

**Public Scoping Meeting:** A public scoping meeting will be held at the address below on **Thursday, July 21, 2022, from 6:00 p.m. to 7:30 p.m.**, to solicit input from any interested parties on the scope and content of the EIR, in conformance with Section 21083.9 of the California Public Resources Code. Applicable COVID-19 policies in place at the time will be followed. The public scoping meeting is intended to receive input from interested parties and no decisions about the proposed project will be made at the public scoping meeting. Though staff will prepare a summary of the issues raised verbally at the public scoping meeting, anyone wishing to make formal comments on the scope of issues or content of the EIR should also do so in writing. Written comments can be submitted at the scoping meeting. You may also send a written response to this NOP to the email and/or address listed above by August 8, 2022, without attending the scoping meeting.

A copy of the materials presented at the scoping meeting will be posted to the City's website: <https://www.norwalk.org/city-hall/departments/community-development/planning/advanced-planning-projects/norwalk-transit-village> following the meeting.

The public scoping meeting will be held at the location identified below.

**Location:** City of Norwalk  
City Council Chambers  
12700 Norwalk Boulevard  
Norwalk, CA 90650

**More Information:** Questions concerning the matter should be directed to Jonathan Kwan, Contract Planner, at (714) 330-0176 or [JKwan@norwalkca.gov](mailto:JKwan@norwalkca.gov)

**Accessibility:** In compliance with the Americans with Disabilities Act, if you need special assistance to participate in a City meeting or other services offered by this City, please contact the City Clerk Department at (562) 929-5720. Notification at least 48 hours prior to the meeting or time when services are needed will assist the City staff in assuring that reasonable arrangements can be made to provide participation in the meeting or service. Assisted hearing devices will be available at this meeting without prior notification.

Dated this 7th day of July 2022.

Theresa Devoy, CMC  
City Clerk



INITIAL STUDY

# NORWALK TRANSIT VILLAGE

JULY 2022

PREPARED FOR  
CITY OF NORWALK



PREPARED BY  
MICHAEL BAKER INTERNATIONAL





This document is designed for double-sided printing to conserve natural resources.

# INITIAL STUDY

## Norwalk Transit Village

---

Lead Agency:



**CITY OF NORWALK**  
12700 Norwalk Blvd  
Norwalk, CA 90650  
Contact: Mr. Jonathan Kwan,  
Contract Planner  
714.330.0176  
JKwan@norwalkca.gov

Prepared by:

**MICHAEL BAKER INTERNATIONAL**  
5 Hutton Centre Drive, Suite 500  
Santa Ana, California 92707  
Contact: Ms. Kristen Bogue  
949.472.3505

July 2022

JN 187917

This document is designed for double-sided printing to conserve natural resources.

# TABLE OF CONTENTS

<b>1.0</b>	<b>Introduction</b> .....	<b>1-1</b>
1.1	Background .....	1-1
1.2	Purpose .....	1-1
1.3	Statutory Requirements and Authority.....	1-1
1.4	Permits and Approvals .....	1-1
1.5	Incorporation by Reference .....	1-2
<b>2.0</b>	<b>Project Description</b> .....	<b>2-1</b>
2.1	Project Location.....	2-1
2.2	Environmental Setting .....	2-1
2.3	Project Background and History .....	2-4
2.4	Project Characteristics.....	2-4
2.5	Construction and Phasing .....	2-7
2.6	Goals and Objectives .....	2-7
2.7	Permits and Approvals .....	2-8
<b>3.0</b>	<b>Initial Study Checklist</b> .....	<b>3-1</b>
3.1	Project Description and Background .....	3-1
3.2	Determination .....	3-2
3.3	Evaluation of Environmental Impacts .....	3-3
<b>4.0</b>	<b>Environmental Analysis</b> .....	<b>4.1-1</b>
4.1	Aesthetics .....	4.1-1
4.2	Agriculture and Forestry Resources .....	4.2-1
4.3	Air Quality .....	4.3-1
4.4	Biological Resources .....	4.4-1
4.5	Cultural Resources .....	4.5-1
4.6	Energy .....	4.6-1
4.7	Geology and Soils .....	4.7-1
4.8	Greenhouse Gas Emissions .....	4.8-1
4.9	Hazards and Hazardous Materials .....	4.9-1
4.10	Hydrology and Water Quality.....	4.10-1
4.11	Land Use and Planning .....	4.11-1
4.12	Mineral Resources.....	4.12-1
4.13	Noise .....	4.13-1
4.14	Population and Housing .....	4.14-1
4.15	Public Services .....	4.15-1
4.16	Recreation .....	4.16-1
4.17	Transportation .....	4.17-1
4.18	Tribal Cultural Resources .....	4.18-1
4.19	Utilities and Service Systems .....	4.19-1
4.20	Wildfire .....	4.20-1
4.21	Mandatory Findings of Significance.....	4.21-1
<b>5.0</b>	<b>Preparers and Contributors</b> .....	<b>5-1</b>
<b>6.0</b>	<b>References</b> .....	<b>6-1</b>

## LIST OF EXHIBITS

Exhibit 2-1	Regional Vicinity .....	2-2
Exhibit 2-2	Site Vicinity .....	2-3
Exhibit 2-3	Land Use Concept Plan.....	2-5

## **1.0 INTRODUCTION**

### **1.1 BACKGROUND**

The Norwalk Transit Village (project) proposes the *Norwalk Transit Village Specific Plan* (Specific Plan) and Tentative Tract Map to allow the demolition of the former California Youth Authority (CYA) facility, and construction of a mixed-use transit-oriented community with a mix of office/retail, hotel, multi-family residential uses, and park land uses. The proposed project is discussed in further detail in [Section 2.0, \*Project Description\*](#). Following preliminary review, the City of Norwalk (City) determined that the project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000 - 21177). This Initial Study addresses the potential for direct, indirect, and cumulative environmental effects associated with the project, as proposed.

### **1.2 PURPOSE**

In accordance with Section 15367 of the California Code of Regulations, the City of Norwalk is identified as the Lead Agency for the proposed project. Pursuant to Section 15063(a) of CEQA Guidelines, the City is required to undertake the preparation of an Initial Study to determine if the proposed action would have a significant effect on the environment. The purposes of this Initial Study are to: (1) identify potential environmental impacts, (2) provide the Lead Agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration, (3) enable the Lead Agency to modify the proposed project (through mitigation of adverse impacts), (4) facilitate assessment of potential environmental impacts early in the design of the proposed project, and (5) provide documentation for the potential finding that the proposed project would not have a significant effect on the environment or can be mitigated to a level of insignificance (CEQA Guidelines, Section 15063[c]). This Initial Study is also an informational document providing an environmental basis for subsequent discretionary actions that could be required from other Responsible Agencies.

### **1.3 STATUTORY REQUIREMENTS AND AUTHORITY**

CEQA Guidelines Section 15063(d) identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include: (1) a description of the proposed project, including the location of the project site; (2) an identification of the environmental setting; (3) an identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that some evidence exists to support the entries; (4) a discussion of ways to mitigate significant effects identified, if any; (5) an examination of whether the proposed project is compatible with existing zoning, plans, and other applicable land-use controls; and (6) the name(s) of the person or persons who prepared or participated in the preparation of the Initial Study (CEQA Guidelines, Section 15063[d]).

### **1.4 PERMITS AND APPROVALS**

Agencies such as the Los Angeles Regional Water Quality Control Board, the South Coast Air Quality Management, Golden State Water Company, and the County of Los Angeles could require the Applicant to obtain approvals for the proposed project. Coordination with other agencies may be required to determine the specific nature of any future permits or approvals. Agencies would be notified pursuant to the CEQA Guidelines, and any subsequent comments would be considered accordingly. In addition, this document is intended to provide agencies and the public with an environmental basis under CEQA to facilitate the dissemination of information deemed necessary to the discretionary approvals process and the approval, or conditional approval, of any aspect of the proposed project within the jurisdiction of the agency.

## 1.5 INCORPORATION BY REFERENCE

The following documents were utilized during preparation of this Initial Study and are incorporated into this document by reference. These documents are available for review at City of Norwalk City Hall located at 12700 Norwalk Boulevard, Norwalk, CA 90650.

- *City of Norwalk General Plan*. The *City of Norwalk General Plan* (General Plan) was adopted by the City Council on February 27, 1996. The General Plan is the City's comprehensive, long-range planning and policy document that not only guides growth and change within Norwalk, but also preserves and protects the unique qualities that the community values most. The General Plan goals and policies serve as a guide for future development and desired conditions in support of the City's overall vision.

The General Plan is organized by elements. Each element includes an introduction to describe the element and its organization. Goals and policies are organized by topical areas specific to each element. The General Plan contains the following elements:

- Land Use;
  - Community Design;
  - Housing;
  - Circulation;
  - Noise;
  - Safety;
  - Conservation;
  - Educational and Public Housing; and
  - Utility Infrastructure.
- *Norwalk Municipal Code* (current through Ordinance 21-1728 and the January 2022 code supplement). The *Norwalk Municipal Code* (Municipal Code) consists of all the regulatory and penal ordinances and administrative ordinances of the City of Norwalk. The Municipal Code is one of the City's primary tools to implement control of land uses, in accordance with General Plan goals and policies. The Norwalk Zoning Code, included as Municipal Code Title 17, *Zoning*, provides the legislative framework to implement and enhance the General Plan by classifying and regulating the uses of land and structures within the City. Additionally, Municipal Code Title 15 *Buildings and Construction*, specifies rules and regulations for construction, alteration, and building for uses of human habitation.

## 2.0 PROJECT DESCRIPTION

### 2.1 PROJECT LOCATION

The proposed Norwalk Transit Village (project) site is located at 13200 Bloomfield Avenue, in the City of Norwalk. The City of Norwalk (City) is located in the southeastern portion of Los Angeles County; refer to [Exhibit 2-1, Regional Vicinity](#). Surrounding cities include the City of Santa Fe Springs to the north, the City of La Mirada to the east, the City of Cerritos to the south, and the City of Downey to the west.

Locally, the site is located within a predominantly residential area, with a residential townhome community to the north (Norwalk Manor), a 9.4-acre public park (Zimmerman Park) to the east, single-family residential units, a senior residential community and a hospital (Norwalk Community Hospital) to the south, and single-family residential units to the west, across Bloomfield Avenue; refer to [Exhibit 2-2, Site Vicinity](#). The project site (Assessor's Parcel Number [APN] 8045-008-902) is currently owned by the California Department of State Hospitals. The site is bound by Imperial Highway to the north, the Union Pacific Railroad to the east, and Bloomfield Avenue to the west. Regional access to the site is provided via I-5. Local access is provided via Imperial Highway and Bloomfield Avenue. Additionally, transit access is available for the project site via the Norwalk/Santa Fe Springs Metrolink Station, located approximately 0.25 miles north of the project site.

### 2.2 ENVIRONMENTAL SETTING

The project site is currently developed with approximately 35 to 40 structures and was, until early 2022, being utilized by the California Department of State Hospitals as a temporary hospital facility. The 32.3-acre project site was originally utilized as a facility for the California Division of Juvenile Justice (formerly known as the California Youth Authority). While the majority of on-site structures are utilized for institutional purposes, there are also approximately three single-family residential structures on-site. The project site includes multiple unpaved vacant areas, two open space fields, and a track and field. The site is accessed via two on-site driveways at Bloomfield Avenue. One driveway serves as the main entrance to the facility and leads to a vehicular roundabout and two surface parking areas. The second driveway serves as secondary access for emergency vehicles. On-site ornamental landscaping includes ornamental trees and shrubs that occur in patches throughout the project site and along the western perimeter sidewalk.

#### GENERAL PLAN DESIGNATION AND ZONING

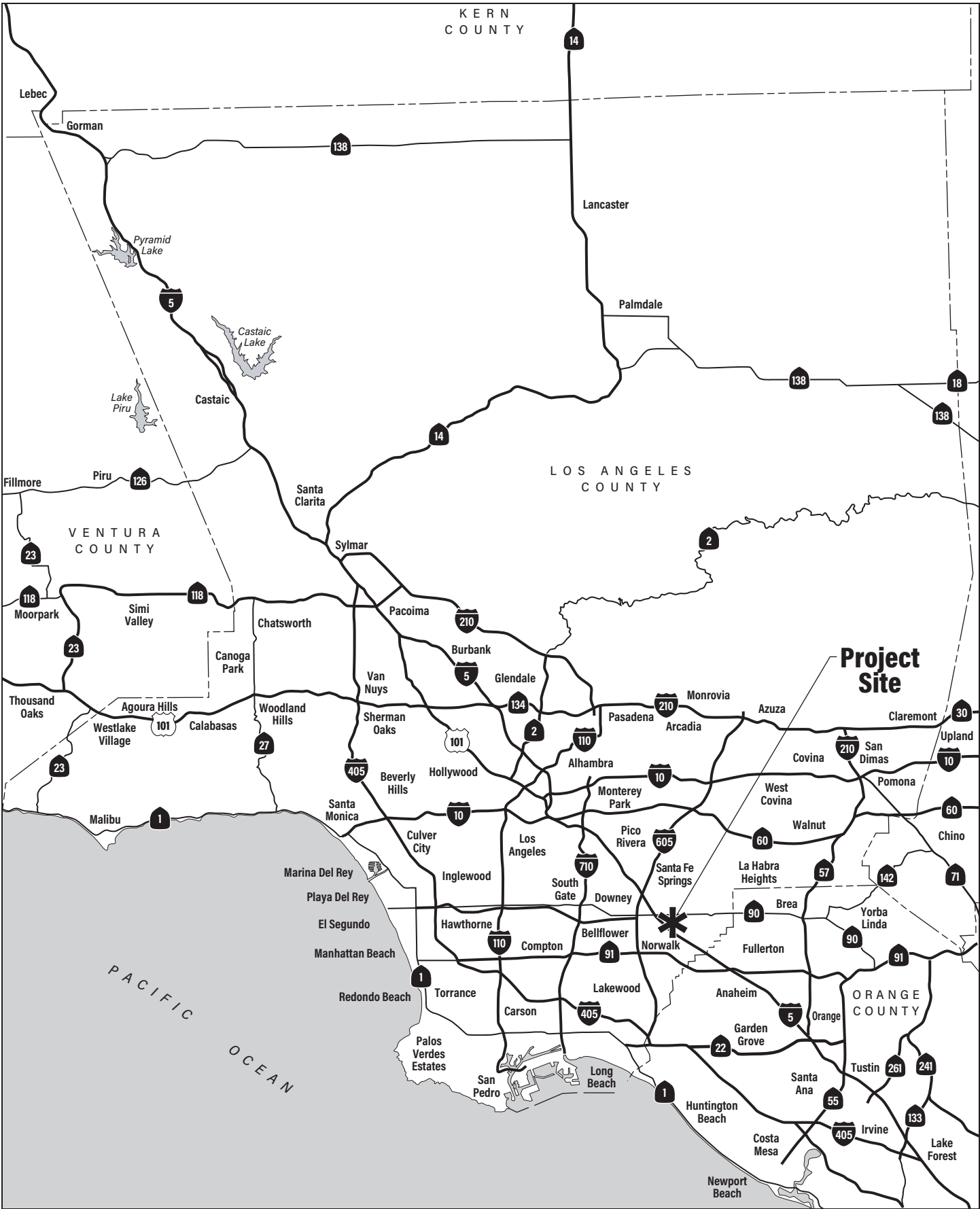
Based on the *City of Norwalk General Plan (General Plan) Land Use Map*, the project site is designated "Institutional". Based on the *City of Norwalk Zoning Map (Zoning Map)*, the project site is zoned "Institutional" (I).

#### SURROUNDING LAND USES

Surrounding land uses include a mix of commercial, residential, and institutional uses, which are further described as follows:

- *North*: Multi-family residential (Norwalk Manor Condominium Complex and Solterra at Civic Center Apartments) and public facility (Norwalk-Santa Fe Springs Metrolink station), uses are present to the north of the project site. These land uses are designated High Density Residential and Institutional. These parcels are zoned Multiple Family High Density (R4), Institutional (I) with Public Facilities (PF) Overlay, and Specific Plan Area/Planned Development (SPA) with PF Overlay.







Source: Google Earth Pro, June 2022

- East: The project site is bounded by Zimmerman Park, which is designated Open Space/Public Facilities and zoned Open Space/Schools/Public Facilities (OS). The Metrolink railroad right-of-way is also located farther east of the project site.
- South: A combination of single-family residential units, Soroptimist Village retirement home, Norwalk Community Hospital, Village Baptist Church, and a medical/office building are present south of the project site. These land uses are designated Low Density Residential, High Density Residential, and Professional Office Space. These parcels are zoned Single Family Residential (R1), Multiple Family High Density Residential (R3), and Commercial & Office (CO), respectively.
- West: Bloomfield Avenue bounds the project site to the west. Further west, single-family residential uses are present. These land uses are designated Low Density Residential and zoned Single Family Residential (R1).

## **2.3 PROJECT BACKGROUND AND HISTORY**

The project site was originally developed in 1943 as an all-male youth correctional facility operated by the California Youth Authority (CYA). The CYA (now known as the California Division of Juvenile Justice [DJJ]) is a division of the California Department of Corrections and Rehabilitation that provides education and trauma informed treatment to California's youthful offenders up to the age of 25 who have the most serious criminal backgrounds and most intense treatment needs. As such, the Norwalk CYA facility provided academic and vocational education, medical care, and treatment programs, as well as substance abuse and mental health needs to inmates. In 2011, the CYA facility operations ceased and the project site remained vacant until 2019, at which time the facility was temporarily utilized by the Department of State Hospitals (DSH) due to the Coronavirus Disease (COVID-19) pandemic.

The project site was being used by the DSH as a temporary satellite mental hospital facility to mitigate the effects of "surge space" at local state hospitals until early 2022. The facility was housing primarily COVID-negative mental forensic inmates, however all inmates have been moved out of the facility. The DSH has an agreement with the Department of General Services (DGS), who currently owns the property, to use the facility on an as-needed basis.

Existing law authorizes the Director of the State General Services Department to sell or lease certain property, known as the Southern Youth Correctional Reception Center and Clinic, to the County of Los Angeles by January 1, 2015, at market value upon terms and conditions and subject to reservations and exceptions the director determines are in the best interests of the state, and, after January 1, 2015, authorizes the director to sell the property to any other party at market value through a competitive bid process.

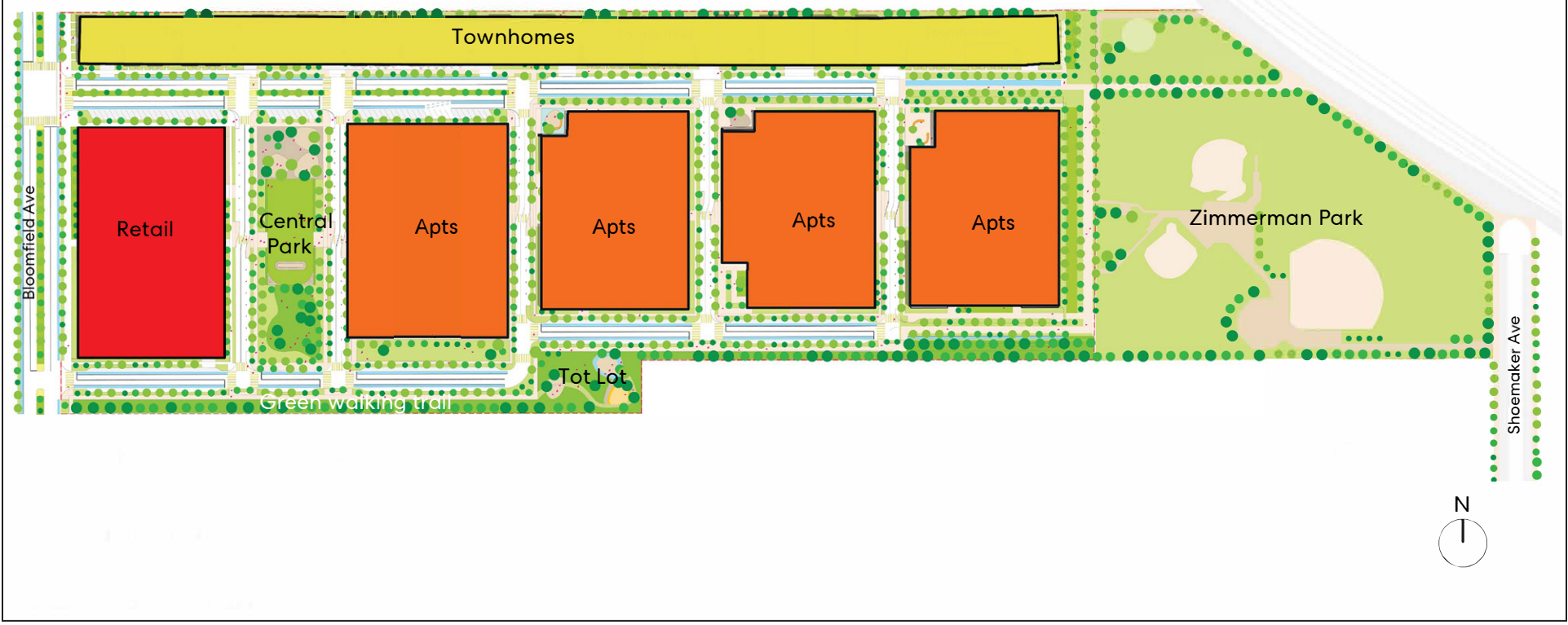
AB 518 authorizes the Director, until January 1, 2025, to sell the property to the City of Norwalk at fair market value upon terms and conditions the director determines are in the best interests of the state. The bill would authorize the director, notwithstanding those provisions, to sell the property below fair market value for purposes of providing housing to persons and families of low or moderate income. The bill, after January 1, 2025, would authorize the director to dispose of the property in accordance with specified procedures and priorities otherwise applicable to the disposal of surplus property by the department. The bill would exempt the sale of the property from the California Environmental Quality Act.

## **2.4 PROJECT CHARACTERISTICS**

The project proposes the *Norwalk Transit Village Specific Plan* (Specific Plan) and Tentative Tract Map to allow the demolition of the former CYA facility and construction of a mixed-use transit-oriented community with a mix of office/retail, multi-family residential uses, and park land uses; refer to Exhibit 2-3, *Land Use Concept Plan*.

Site concept plans are for illustrative purposes only and are subject to change.

Norwalk / Santa Fe Springs Station



Proposed residential units would include a mix of 60 percent market-rate and 40 percent affordable residential units. The proposed Specific Plan would allow the following:

- A new neighborhood commercial center encompassing approximately 3.1 acres of site. The commercial center would be situated in the westerly portion of the project adjacent to Bloomfield Avenue. The neighborhood commercial center would include non-residential uses at a maximum floor-to-area ratio (FAR) of 0.5, as well as an approximately 150-key hotel.
- Each residential block would be permitted to contain approximately 2,500-3,500 square feet of ground floor ancillary commercial uses with a maximum of 13,500 square feet of ancillary commercial uses within the residential blocks.
- Residential blocks would include up to 770 residential units that would consist of the following:
  - Approximately 118 market-rate townhouse units would be developed at a maximum density of 25 dwelling units (du) per acre; and
  - Approximately 654 multi-family units developed at a maximum density of 60 du per acre:
    - Of the multi-family units, up to 345 units would be market-rate attached multi-family (apartments).
  - At least 40 percent of the total number of units on the site will be affordable.
- A maximum total of 10,000 square feet of the project would be permitted for quasi-civic uses.
- Open space would be provided through a combination of common and private areas, such as a 1.6-acre park, a 1.5-acre linear park and tot-lot, a 0.9-acre open space area adjoining Zimmerman Park, and a 0.3-acre linear park.

The site would be accessed utilizing one new signalized intersection (subject to a Signal Warrant Analysis) and one new unsignalized intersection along Bloomfield Avenue. Primary vehicular access would occur via the main “east-west” streets. The secondary driveway would be installed at the northwest corner of the project site off of Bloomfield Avenue. The secondary driveway provides access to the commercial block. A potential vehicle access connection to Shoemaker Avenue along the southern portion of the site through the adjacent Zimmerman Park is being considered. New pedestrian and bicycle paths through Zimmerman Park would provide connections from the project site to Shoemaker Avenue.

With the exception of the townhomes, parking for the various uses (including parks) would be provided in parking structures, surface lots, on-street, and potentially on rooftops. Parking for the townhomes would be provided within garages for each unit, surface lots, and on-street. Existing street parking on Shoemaker Avenue north of Foster Road may potentially be used for overnight permit parking.

## **GENERAL PLAN AMENDMENT**

The project proposes a General Plan Amendment (GPA) to revise the existing land use designation of the project site from “Institutional” (I) to “General Commercial” (GC).

## **CHANGE OF ZONE**

The project proposes a Change of Zone from the existing “Institutional” (I) to “Specific Plan” (Norwalk Transit Village SP). The proposed Change of Zone would permit on-site development of a mixed-use, transit-oriented community with residential, commercial, quasi-civic and open space uses.

## **SPECIFIC PLAN**

The project would require approval of Specific Plan (SP No. 17) to establish design standards and requirements for a mixed-use, transit-oriented development with residential, commercial, and open space/park uses within the GC land use designation.

## **TENTATIVE TRACT MAP**

The project would require approval of Tentative Tract Map to subdivide the project to allow for the proposed uses.

## **DEVELOPMENT AGREEMENT**

An application would be filed as part of the project for a Development Agreement. The Development Agreement is negotiated and considered for approval in combination with the legislative actions and project entitlement. The Development Agreement must include public benefits that extend beyond those which may be forthcoming through project approvals, as well as other negotiated terms. Physical improvements identified in the Development Agreement are identified and evaluated in this environmental clearance document.

## **2.5 CONSTRUCTION AND PHASING**

Construction is anticipated to occur in a single phase and commence in the second quarter of 2024.

## **2.6 GOALS AND OBJECTIVES**

CEQA Guidelines Section 15124(b) states that an EIR project description must include “[a] statement of objectives sought by the proposed project. The statement of objectives should include the underlying purpose of the project.” As such, the project objectives are outlined below:

- Provide up to 770 new market rate and affordable housing opportunities that will assist the City of Norwalk in meeting its Regional Housing Needs Assessment (RHNA) obligation.
- Provide a careful mix of residential, commercial, hospitality, and open space uses to serve the community.
- Create a Transit-Oriented community with pedestrian and bicycle connections to the nearby Metrolink Station.
- Designate at least 40 percent of the residential units as affordable to low and very low-income households.
- Establish an Eco-District with multi-modal transportation, walking trails, community connectivity, a micro-forest, and health and wellness-focused amenities.

## **2.7 PERMITS AND APPROVALS**

The City of Norwalk is the Lead Agency under CEQA and has discretionary authority over the proposed project. The project would be subject to various permits and approvals, including, but not limited to:

- General Plan Amendment (GPA 2022-01): approval of a General Plan Amendment to change the General Plan land use designation of the project site from “Institutional” (I) to “General Commercial” (GC);
- Change of Zone (ZC 2022-01): approval of Change of Zone to change the zoning of the project site from “Institutional” (I) to “Specific Plan” (Norwalk Transit Village SP);
- Specific Plan (SP No. 17): adoption of the Norwalk Transit Village Specific Plan;
- Tentative Tract Map to subdivide the project to allow for the proposed uses;
- Development Agreement (PDP 2022-01);
- CEQA Clearance; and
- Issuance of subsequent approvals:
  - Conditional Use Permit(s);
  - Use Permit(s);
  - Site Development Review; and
  - Applicable grading and building permits.

In addition, the following permits/approvals may be required of other agencies:

- NPDES Construction General Permit – Los Angeles Regional Water Quality Control Board;
- Water Supply Assessment – Golden State Water Company;
- County of Los Angeles Fire Department – Underground Storage Tank Removal; and
- Construction Permit – South Coast Air Quality Management District

## 3.0 INITIAL STUDY CHECKLIST

### 3.1 PROJECT DESCRIPTION AND BACKGROUND

1. **Project Title:**  
Norwalk Transit Village
2. **Lead Agency Name and Address:**  
City of Norwalk, 12700 Norwalk Blvd, Norwalk, CA 90650
3. **Contact Person and Phone Number:**  
Mr. Jonathan Kwan, 714.330.0176
4. **Project Location:**  
13200 Bloomfield Avenue, Norwalk, CA (Assessor's Parcel Number [APN] 8045-008-902)
5. **Project Sponsor's Name and Address:**  
City of Norwalk, 12700 Norwalk Boulevard, Norwalk, CA 90650.
6. **General Plan Designation:**  
Based on the *City of Norwalk General Plan* (General Plan) Land Use Map, the project site is designated "Institutional".
7. **Zoning:**  
Based on the *City of Norwalk Zoning Map* (Zoning Map), the project site is zoned "Institutional".
8. **Description of Project:**  
The project proposes the *Norwalk Transit Village Specific Plan* (Specific Plan) and Tentative Tract Map to allow the demolition of the former CYA facility and construction of a mixed-use transit-oriented community with a mix of office/retail, hotel, multi-family residential uses, and park land uses.
9. **Surrounding Land Uses and Setting:**  
Surrounding uses in proximity to the project site include a mix of residential, commercial, and institutional uses.
10. **Other public agencies whose approval is required:**  
Other public agency approvals may include the following, among others:
  - NPDES Construction General Permit - Los Angeles Regional Water Quality Control Board;
  - Water Supply Assessment – Golden State Water;
  - Construction Permit – South Coast Air Quality Management District; and
  - Underground Storage Tank Removal - County of Los Angeles Fire Department.



**11. Environmental Factors Potentially Affected:**

The environmental factors checked below potentially would be affected by this project, involving at least one impact that is a “Potentially Significant Impact.”

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

**3.2 DETERMINATION**

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	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.
<input checked="" type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.

*Jonathan Kwan*  
**Signature**

Mr. Jonathan Kwan, Contract Planner  
**Printed Name/Title**

City of Norwalk  
**Agency**

07/06/2022  
**Date**

### 3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

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

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the CEQA Guidelines Appendix G and used by the City of Norwalk in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- No Impact. The development will not have any measurable environmental impact on the environment.
- Less Than Significant Impact. The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.
- Less Than Significant Impact With Mitigation Incorporated. The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- Potentially Significant Impact. The development will have impacts which are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to the extent feasible.

This page intentionally left blank.

## 4.0 ENVIRONMENTAL EVALUATION

The following evaluation provides responses to the questions in the Initial Study. A brief explanation for each question in the Initial Study is provided to adequately support each impact determination. All responses consider the whole of the action involved including construction and operational impacts as well as direct and indirect impacts. Environmental factors potentially affected by the proposed project are presented below and organized according to the format of the Checklist.

### 4.1 AESTHETICS

<i>Except as provided in Public Resources Code Section 21099, would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?				✓
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	✓			
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	✓			

**a) Have a substantial adverse effect on a scenic vista?**

**No Impact.** The project site is located in a highly developed environment, and is surrounded by residential, institutional, public facilities, and commercial land uses. According to the General Plan, there are no scenic vistas or views open to the public within the City that would require special consideration. As such, the proposed project would not result in a substantial adverse effect on a scenic vista. No impacts would occur in this regard.

**b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?**

**No Impact.** Based on the California Department of Transportation's California Scenic Highway Mapping System, there are no officially designated, or eligible, State scenic highways within proximity to the project site.<sup>1</sup> The nearest designated, or eligible, scenic highway is State Route 57, located approximately 10 miles east of the project site. As such, no impacts would result in this regard.

**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**

<sup>1</sup> California Department of Transportation, *California State Scenic Highway System Map*, <https://www.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983>, accessed March 14, 2022.

*accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

**Potentially Significant Impact.** The project site is situated in an urbanized area, completely surrounded by development. As such, for the purpose of this analysis, consideration of whether or not the project would conflict with an applicable zoning or other regulation governing scenic quality will be made. The project proposes a General Plan Amendment, Change of Zone, and Specific Plan, among other discretionary approvals, to allow for development of hotel, office/retail uses, parks, and residential uses. As such, the project could conflict with applicable zoning and other regulations governing scenic quality in an urban environment. An analysis of the project's consistency with the applicable zoning and other regulations governing scenic quality will be considered in the EIR.

**d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

**Potentially Significant Impact.** The site is in an urbanized area of Norwalk that has various sources of existing light and glare. Existing lighting sources include streetlights and vehicular lights along Bloomfield Avenue and Priscilla Street, as well as building and signage lighting from neighboring commercial, residential, and institutional uses to the north, south and west. Some lighting sources are currently generated on-site as a result of temporary hospital facilities operating on-site.

Land uses that are typically sensitive to excess light and glare include residential uses, hospitals, senior housing, and other types of uses. Existing light sensitive uses in the project area include the multi-family residences to the north and south, the hospital uses (Norwalk Community Hospital) to the south, medical/office uses to the south, and the single-family residences to the south and west of the site. The proposed project would generate new light sources associated with nighttime illumination for the proposed residential and commercial structures, landscape, and associated amenities. Nighttime illumination would be used to enhance security and safety for pedestrians and vehicles within the project site. Vehicular traffic generated by the project would also contribute to light and glare (from vehicle headlights) in areas of proposed ingress/egress driveway along Bloomfield Avenue. All these new light and glare sources would be partially or fully visible to light sensitive uses in the project area. As such, the EIR will evaluate the project's potential impacts related to light and glare.

## 4.2 AGRICULTURE AND FORESTRY RESOURCES

<p><i>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 Department 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:</i></p>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d. Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

- 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?**

**No Impact.** Per the California Department of Conservation, the project area is situated within urban and built-up land.<sup>1</sup> The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Thus, no impacts would result in this regard.

<sup>1</sup> California Department of Conservation, *California Important Farmland Finder*, <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed March 2, 2022.

**b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**No Impact.** The project site is zoned “Institutional” (I) and is not covered under an existing Williamson Act contract.<sup>2</sup> Thus, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impacts would occur in this regard.

**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))?**

**No Impact.** As stated above in Response 4.2(b), the project site and the surrounding area is not zoned for any forest land, timberland, or timberland production. Project implementation would not affect any existing lands zoned for forest land, timberland, or timberland production. Therefore, no impacts would occur.

**d) Result in the loss of forest land or conversion of forest land to non-forest use?**

**No Impact.** Refer to Response 4.2(c).

**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?**

**No Impact.** Refer to Responses 4.2(a) through 4.2(d). No agricultural resources forest land exists within or adjacent to the project site. Therefore, future buildout of the project would not result in the conversion of farmland to non-agricultural use or forest land to non-forest use. No impacts would occur in this regard.

---

<sup>2</sup> California Department of Conservation, Division of Land Resource Protection, *State of California Williamson Act Contract Land*, 2017.

### 4.3 AIR QUALITY

<i>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:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	✓			
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?	✓			
c. Expose sensitive receptors to substantial pollutant concentrations?	✓			
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✓	

**a) Conflict with or obstruct implementation of the applicable air quality plan?**

**Potentially Significant Impact.** The project site is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). The U.S. Environmental Protection Agency has classified the Basin as a non-attainment area for Federal and State air quality standards. The SCAQMD *CEQA Air Quality Handbook* specifies the main criteria that must be addressed to determine consistency with the SCAQMD *2016 Air Quality Management Plan (AQMP)*. Project implementation could result in temporary construction and long-term operational impacts. As such, the project could result in potentially significant impacts involving conflicts or obstruction of implementation of the AQMP. Further analysis will be conducted as part of the EIR.

**b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable Federal or State ambient air quality standard?**

**Potentially Significant Impact.**

**Short-Term (Construction) Emissions**

Construction activities associated with the project would generate short-term pollutant emissions during the demolition, grading/excavation, paving, building construction, and architectural coating phases. These construction activities would include operation of construction equipment and vehicles. These activities could violate air quality standards or contribute substantially to an existing or projected air quality violation. An analysis of the project's impacts from construction-related activities will be conducted as part of the EIR to determine whether the project's construction-related emissions would exceed SCAQMD thresholds.

**Long-Term (Operational) Emissions**

Long-term air quality impacts typically consist of mobile source emissions generated from project-related traffic and emissions from stationary area and energy sources. Area source emissions would be generated due to an increased demand for natural gas, consumer products, area architectural coatings, and landscaping equipment associated with the development of the proposed project. Energy source emissions would be generated as a result of electricity and natural gas (non-hearth) usage associated with the future buildout of



the project. An air quality analysis will be conducted for the proposed project to determine if operation-related activities would exceed SCAQMD's regional significance thresholds. This topic will be addressed in the EIR.

**c) *Expose sensitive receptors to substantial pollutant concentrations?***

**Potentially Significant Impact.** Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The California Air Resources Board (CARB) has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

Sensitive uses near the project site include the single-family and multi-family residences (i.e., Norwalk Manor and Soroptimist Village) to the north, south, and west of the site, as well as a hospital (Norwalk Community Hospital) south of the project site. Project-related demolition, grading/excavation, paving, building construction, and architectural coating activities could result in air quality impacts to sensitive receptors. Construction of the project would also increase short-term construction vehicle trips on nearby roadways and result in associated air pollutants. Construction-related air quality impacts to sensitive receptors will be analyzed utilizing the SCAQMD's Localized Significance Thresholds (LST) methodology. Project-generated vehicle trips may also expose sensitive uses to substantial pollutants. These potential impacts require additional analysis in the EIR and specific emissions quantification to assess their level of significance.

**d) *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

**Less Than Significant Impact.** According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project involves development of a mixed commercial and residential development complex and would not include any uses identified by the SCAQMD as being associated with strong odors.

Construction activities associated with the proposed project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon project completion. In addition, the project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by requiring equipment to be shut off when not in use or limiting idling time to no more than five minutes. Compliance with these existing regulations would further reduce the detectable odors from heavy-duty equipment exhaust. The project would also be required to comply with the SCAQMD Regulation XI, *Rule 1113 – Architectural Coating*, which would minimize odor impacts from reactive organic gas (ROG) emissions during architectural coating applications. Any odor impacts to existing adjacent land uses would be short-term and negligible. As such, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant in this regard.

## 4.4 BIOLOGICAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✓	
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

- 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 Wildlife or U.S. Fish and Wildlife Service?***

**No Impact.** The site is developed with the former CYA facility. The surrounding area is also completely developed and built out. Additionally, according to the General Plan, no unique, rare, or endangered plant, animals, or other species have been identified within the City. As such, no special-status plant species are expected to occur within the project area. No impacts would occur in this regard.

- b) ***Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***

**No Impact.** Riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors. The project site is located in a highly developed area of the City. There are also no banks of rivers or streams identified

within or near the project site. As such, no riparian or other sensitive natural communities occur within the project site. No impacts would result in this regard.

- 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?***

**No Impact.** Wetlands are defined under the Federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. The project site is predominately paved and developed with a former CYA facility and associated structures. No wetlands are present on-site. As such, no impact would result in this regard.

- 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?***

**Less Than Significant Impact.** Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet inadequate for others. Wildlife corridors are key features for dispersal, seasonal migration, breeding, and foraging. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

According to the General Plan, the City of Norwalk is an intensely urbanized environment where no natural habitat exists. Additionally, the project site is entirely built out and surrounded by urban development and provides no opportunities for wildlife to move through the City, including the project site. As such, the project site would not act as a wildlife movement corridor or habitat linkage. Further, the Migratory Bird Treaty Act (MBTA) governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. Mandatory compliance with the MBTA would reduce the project's potential construction-related impacts to migratory birds. Thus, impacts would be less than significant in this regard.

- e) ***Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

**Less than Significant Impact.** Future development projects would potentially result the removal of trees, including on-site trees as well as street trees along Bloomfield Avenue. In the event that this occurs, the project Applicant would be required to comply with Municipal Code Chapter 12.32.130, which outlines the requirements for trimming, pruning, or removal of street trees. With compliance to local regulations, impacts would be reduced to less than significant levels.

- 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?***

**No Impact.** According to the USFWS *HCP/NCCP Planning Areas in Southern California Map* and *California Regional Conservation Plans Map*, the project site is not located within a Natural Community Conservation Plan or Habitat Conservation Plan.<sup>1,2</sup> As such, no impact would result in this regard.

---

<sup>1</sup> United States Fish and Wildlife Service, *HCP/NCCP Planning Areas in Southern California*, October 2008.

<sup>2</sup> California Department of Fish and Wildlife, *California Regional Conservation Plans Map*, April 2019.

This page intentionally left blank.

## 4.5 CULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?	✓			
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	✓			
c. Disturb any human remains, including those interred outside of formal cemeteries?	✓			

**a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?**

**Potentially Significant Impact.** Between 1943 and 2011, the project site operated as a youth correctional facility (CYA facility). Currently the facility is being utilized by the Department of State Hospitals (DSH) as a temporary hospital facility. Given the age of the existing on-site structures, there is potential for on-site historical resources to occur. A Cultural/Historical Resources Assessment will be prepared for the project to further analyze the project's potential impacts to potential historical resources. As such, these potential impacts will be analyzed in the EIR.

**b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?**

**Potentially Significant Impact.** The City, including the project site, is built out and is located in a highly urbanized area. As the project involves grading and excavation activities, a records search of on-site and surrounding archaeological resources within the available Federal, State, and local registries will be conducted in order to determine if any known archeological resources are present on-site or the immediate vicinity. This records search will be documented in a project-specific Cultural/Historical Resources Assessment. As such, the project's potential impacts to potential archaeological resources will be considered further in the EIR.

**c) Disturb any human remains, including those interred outside of formal cemeteries?**

**Potentially Significant Impact.** As discussed above, the project would involve grading and excavation activities. As such, potential impacts to human remains, including those interred outside of formal cemeteries, could occur. A Cultural/Historical Resources Assessment will be prepared to analyze the project's potential impacts to human remains. These potential impacts will be further analyzed in the EIR.

This page is intentionally left blank.

## 4.6 ENERGY

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	✓			
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	✓			

- a) ***Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?***

**Potentially Significant Impact.** Energy consumption associated with the proposed project could result in potential direct and indirect environmental impacts. Such impacts include the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and emissions of pollutants during both construction and operations of the project. As such, the EIR will analyze the project’s energy consumption impacts related to electricity, natural gas, and transportation fuel for vehicle trips associated with the construction and long-term operations.

- b) ***Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?***

**Potentially Significant Impact.** The 2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as “Title 24,” became effective on January 1, 2020. Regulated by the California Energy Commission, Title 24 requires the design of building shells and building components to conserve energy. Compliance with the most recent standards would substantially reduce Statewide electricity and natural gas consumption. Additionally, the 2019 California Green Building Code (California Code of Regulations, Title 24, Part 11) is a mandatory construction code requiring new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. City policies and implementation measures pertaining to energy are contained in the General Plan. Additionally, the Housing Element of the General Plan has an established Energy Conservation Program that identifies goals and policies that would promote energy conservation with respect to residential development in Norwalk. As such, the EIR will evaluate the project’s consistency with the State’s renewable energy and energy efficiency standards, as well as the General Plan and Energy Plan.



This page intentionally left blank.

## 4.7 GEOLOGY AND SOILS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) 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.				✓
2) Strong seismic ground shaking?	✓			
3) Seismic-related ground failure, including liquefaction?	✓			
4) Landslides?				✓
b. Result in substantial soil erosion or the loss of topsoil?	✓			
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	✓			
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	✓			
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	✓			

**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?**

**No Impact.** The Alquist-Priolo Earthquake Fault Zoning Act (Act) (Public Resources Code 2621-2624, Division 2 Chapter 7.5) was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. The Act requires the State Geologist to establish regulatory zones, known as "Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. Local agencies must regulate most development projects within these zones. Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50-foot setbacks are required).

The project area is not transected by known active or potentially active faults.<sup>1</sup> The closest active fault zone is the Whittier fault zone, located approximately five miles northeast of the site.<sup>2</sup> Therefore, the potential for surface rupture is considered low. As such, the project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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. No impact would occur in this regard.

**ii. Strong seismic ground shaking?**

**Potentially Significant Impact.** According to the General Plan, three major earthquakes and numerous minor earthquakes have affected the Norwalk area in the last 178 years. Major earthquakes include the Southern California quake of 1812; the Long Beach earthquake of 1933; and the Whittier Narrows earthquake of 1987. The City of Norwalk is within five miles to two active or potentially active faults that have the potential for producing earthquakes. Known regional active faults that could produce significant ground shaking in the project area include the Newport-Inglewood/Offshore Zone of Deformation fault zone located offshore approximately three miles west of the site as state above, and the active San Joaquin Hills Blind Thrust fault located approximately nine miles northwest of the site.<sup>3</sup> Violent shaking would cover not only the area immediately adjacent to the earthquake epicenter, but also areas for many miles in all directions.

Given that the City is prone earthquakes, as well as the distance between the project site and known active faults, the project site is potentially subject to strong seismic ground shaking. As such, impacts in this regard will be further analyzed in the EIR.

**iii. Seismic-related ground failure, including liquefaction?**

**Potentially Significant Impact.** The potential for seismic-related ground failure is associated with the probability of severe ground shaking because of a nearby active fault. Liquefaction is the phenomenon that occurs when saturated granular soils develop high pore water pressures during seismic shaking and behave like a heavy fluid. This phenomenon generally occurs in areas of high seismicity where groundwater is shallow and loose granular soils or hydraulic fill soils subject to liquefaction are present. For liquefaction to develop, loose granular sediments below the groundwater table must be present; and shaking of sufficient magnitude and duration must occur.

According to the General Plan, the City is located in an area of low to moderate relative liquefaction. Nonetheless, ground failure due to liquefaction is considered as a potential hazard for buildings, utilities, and other facilities. Therefore, the project's potential impacts pertaining to seismic-related ground failure, including liquefaction, will be evaluated in the EIR.

**iv. Landslides?**

**No Impact.** Seismically induced landslides can overrun structures, people or property, sever utility lines, and block roads. The potential for landslide hazards is considered low on the project area as the majority of the project area, including the project site, is relatively level and has been extensively developed with pavements, hardscape, and structures. Therefore, project implementation would not expose people or

---

<sup>1</sup> California Department of Conservation, *Fault Activity Map of California*, <https://maps.conservation.ca.gov/cgs/fam/>, accessed May 11, 2022.

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.

**b) Result in substantial soil erosion or the loss of topsoil?**

**Potentially Significant Impact.** Erosion is the movement of rock and soil from place to place and is a natural process. Common agents of erosion in the project region include wind and flowing water. Significant erosion typically occurs on steep slopes where stormwater and high winds can carry topsoil down hillsides. Erosion can be increased greatly by earthmoving activities if erosion-control measures are not implemented.

Development of the proposed project would involve demolition, excavation, grading, and construction activities that would disturb soil and leave exposed soil on the ground surface. Common means of soil erosion from construction sites include water, wind, and being tracked off-site by vehicles. Due to the granular nature of the soil on-site, the project site would be subject to erosion and topsoil. Accordingly, construction activities would increase the likelihood of soil erosion on-site. As such, potential soil erosion or loss of topsoil will be evaluated in the EIR.

**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?**

**Potentially Significant Impact.** Evaluation of liquefaction and landslides is provided in Responses 4.7(a)(iii) and (iv), respectively. According to the General Plan, the majority of the City is underlain by alluvial deposits that consist of combinations of sand, silt, and clay. There is the potential for unstable soils involving lateral spreading, subsidence, and/or liquefaction or collapse. As such, further analysis regarding unstable soils will be evaluated in the EIR.

**d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?**

**Potentially Significant Impact.** Expansive soils are found associated with soils, alluvium, and bedrock formations that contain clay minerals susceptible to expansion under wetting conditions and contraction under drying conditions. Depending upon the type and amount of clay present in a geologic deposit, these volume changes (shrink and swell) can cause severe damage to slabs, foundations, and concrete flatwork. Collapsible soils undergo a volume reduction when the pore spaces become saturated causing loss of grain-to-grain contact and possibly dissolving of interstitial cement holding the grains apart. The weight of overlying structures can cause uniform or differential settlements and damage to foundations and walls.

New structures on-site could potentially be susceptible to expansive soils. Further analysis will be conducted as part of the EIR.

**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?**

**No Impact.** No septic tanks or alternative wastewater disposal systems are proposed for the project. The proposed development would be connected to the existing sewer system and would not involve septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur in this regard.

f) *Directly or indirectly destroy a unique paleontological resource on site or unique geologic feature?*

**Potentially Significant Impact.** The project proposes clearing/grading activities. Although the site has been previously disturbed, there is a potential for grading activities in native soils on-site. As such, the EIR will consider the project's potential to directly or indirectly destroy a unique paleontological resource on-site.

## 4.8 GREENHOUSE GAS EMISSIONS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	✓			
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	✓			

- a) ***Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

**Potentially Significant Impact.** Greenhouse gases (GHGs) are gases in the atmosphere that absorb and emit radiation from the sun. The main GHGs that are found in the earth's atmosphere are water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), ozone (O<sub>3</sub>), hydrofluorocarbons (HCFs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). Direct GHG emissions include emissions from construction activities, area sources, and mobile (vehicle) sources. Indirect GHG emissions are generated by incremental electricity consumption and waste generation. As a mixed-use development, future buildout of the proposed project could generate greenhouse gas emissions that may have a significant impact on the environment during both construction and operational activities. As such, project related GHG emissions will be quantified and analyzed in the EIR to determine the significance of potential impacts.

- b) ***Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

**Potentially Significant Impact.** Refer to Response 4.8(a), above. Since the project could potentially result in impacts related to GHGs, further analysis will be provided in the EIR related to conflicts with plans, policies, or regulations reducing the emissions of GHGs.

This page intentionally left blank.

## 4.9 HAZARDS AND HAZARDOUS MATERIALS

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

**a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**Less Than Significant Impact.** Substantial risks associated with hazardous materials are not typically associated with residential, office, or retail uses. Minor cleaning products along with the occasional use of pesticides and herbicides for landscape maintenance of the project site are generally the extent of hazardous materials that would be routinely utilized on-site. Thus, as the presence and on-site storage of these materials are common for residential uses and would not be stored in substantial quantities (quantities required to be reported to a regulatory agency), impacts in this regard are less than significant.

Limited amounts of some hazardous materials could be used in the short-term construction of the project, including standard construction materials (e.g., paints and solvents), vehicle fuel, and other hazardous materials from neighborhood serving commercial uses. The routine transportation, use, and disposal of these materials would be required to adhere to State and local standards and regulations for handling, storage, and disposal of hazardous substances. With compliance with the existing State and local procedures that are intended to minimize potential health risks associated with their use, impacts associated with the handling, storage, and transport of these hazardous materials during construction would be less than significant.



- 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?**

**Potentially Significant Impact.** The project site is currently developed with the former CYA facility, and is currently used by the Department of State Hospitals for a temporary hospital facility. Hazardous materials and/or waste were likely used as part of the former CYA facility and/or hospital operations. Past activities are known to involve underground storage tanks. As such, there is a potential to encounter hazardous materials during site disturbance activities, which could result in accidental conditions. These potential impacts will be further evaluated in the EIR.

- c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**Potentially Significant Impact.** The closest school is Southeast Academy High School, located approximately 0.13 miles to the southeast of the project site at 12940 Foster Road. Thus, the project could result in the handling of hazardous waste during site disturbance activities within proximity to this existing school. As such, potential impacts in this regard will be evaluated in the EIR.

- 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?**

**Potentially Significant Impact.** Government Code Section 65962.5 requires the Department of Toxic Substance Control and State Water Resources Control Board to compile and update a regulatory sites-listing (per the criteria of the Section). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Section 116395 of the Health and Safety Code. Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations, to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

The project site is listed pursuant to Government Code Section 65962.5 due to the presence of former underground storage tank(s).<sup>1</sup> As such, potential impacts in this regard will be evaluated in the EIR.

- 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?**

**No Impact.** The closest public use airport, Long Beach Municipal Airport, is located approximately 7.7 miles to the southwest of the project site. The closest airport, Fullerton Municipal Airport, is located approximately 5.1 miles to the southeast of the project site at 4011 W. Commonwealth Avenue in the City of Fullerton. This airport is a general aviation airport owned and operated by the City of Fullerton. The project site is located outside of the Long Beach Municipal Airport Influence Area and is not located within the vicinity of a private airstrip or any airport land use plan, or within two miles of a public airport.<sup>2</sup> As such, no impacts would occur in this regard.

---

<sup>1</sup> California Environmental Protection Agency, *Cortese Listing*, <https://calepa.ca.gov/sitecleanup/corteselist/>, accessed May 14, 2021.

<sup>2</sup> Los Angeles County Department of Regional Planning, *Long Beach Airport Influence Area*, amended May 13, 2003, [https://planning.lacounty.gov/assets/upl/project/aluc\\_airport-long-beach.pdf](https://planning.lacounty.gov/assets/upl/project/aluc_airport-long-beach.pdf), accessed April 8, 2022.

- f) ***Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

**Potentially Significant Impact.** The *City of Norwalk Local Hazard Mitigation Plan* (LHMP) provides the framework for responding to major emergencies or disasters within the City. The LHMP identifies the potential hazards, authorities, and assigns responsibilities to the appropriate agencies. The LHMP also identifies other jurisdictions and organizations with which planning and emergency response activities are coordinated, establishes an organizational structure to manage the emergency response, and outlines preplanned response actions to be taken by emergency personnel to mitigate the effects of a disaster. Lastly, the LHMP outlines a process of disseminating emergency information and instructions to the public, describes the resources available to support emergency response activities, establishes responsibilities for maintaining the overall City emergency preparedness program, and provides the basis for initial training and subsequent retraining of emergency workers.<sup>3</sup>

The project would introduce a new mixed use residential and commercial development on-site. The EIR will analyze internal circulation, including emergency access. Additionally, construction activities could result in short-term temporary impacts to emergency access off-site, as temporary lane closures along Bloomfield Avenue may occur. As such, potential impacts involving emergency response will be considered in the EIR.

- g) ***Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

**No Impact.** The project site consists of, and is surrounded by, urban/developed land, and no areas of wildland are present in the project vicinity. Additionally, the California Department of Forestry and Fire Protection's *Los Angeles County Very High Fire Hazard Severity Zones in LRA Map* does not identify the project site or immediate project vicinity in a very high fire hazard severity zone.<sup>4</sup> Therefore, project implementation would not expose people or structures to a significant risk involving wildland fires, and no impacts would occur in this regard.

---

<sup>3</sup> City of Norwalk, *Local Hazard Mitigation Plan*, February 2022. <https://www.norwalk.org/home/showpublisheddocument/26724/637849437930329781>, accessed April 8, 2022.

<sup>4</sup> California Department of Forestry and Fire Protection, *Los Angeles County Very High Fire Hazard Severity Zones in LRA, As Recommended by CAL FIRE*, September 2011, <https://osfm.fire.ca.gov/media/7280/losangelescounty.pdf>, accessed April 8, 2022.

This page intentionally left blank.

## 4.10 HYDROLOGY AND WATER QUALITY

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

**a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?***

**Potentially Significant Impact.** As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency (EPA) has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct storm water discharges. In California, the State Water Resource Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The project site is within the jurisdiction of the Los Angeles RWQCB.

### Construction

Future buildout of the proposed project would result in site disturbance/construction activities that could result in temporary increased discharge of pollutants into the storm drain system. Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the SWRCB's General Permit for Discharges of Storm Water Associated with Construction Activity Construction General

Permit Order 2009-0009-DWQ (as amended by Order 2010-0014-DWQ and Order 2012-0006-DWQ). As such, short-term construction impacts related to water quality will be further analyzed in the EIR.

## Operations

Long-term operation of the project could affect water quality due to pollutants in stormwater runoff (heavy metals, nutrients, and refuse) that could have the potential to affect tributary drainage features. Further, pursuant to Municipal Code Section 16.04.110, *Control of Pollutants from New Developments/Redevelopment Projects*, the proposed project would be required to implement 1) low impact development (LID) structural and non-structural BMPs; 2) source control BMPs, and 3) structural and non-structural BMPs for specific types of land uses in order to minimize operational impacts to water quality. A project-specific hydrology and water quality analysis will be conducted to analyze the project's operational water quality impacts. As such, further consideration of the project's water quality standards will be made and impacts will be further evaluated in the EIR.

- b) ***Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

**Potentially Significant Impact.** The proposed project would not result in direct impacts to groundwater through extraction activities. However, development of the project could result in an increase in impervious surfaces on-site that could affect groundwater permeability. In addition, the project would result in development that would require increased water usage on-site. As such, impacts will be further evaluated in the EIR.

- 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?***

**Potentially Significant Impact.** Future buildout of the proposed project would require earth-moving activities, such as excavation, soil compaction and moving, and grading, that would result in soil disturbance. Disturbed soils can be susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff if construction conditions are not properly controlled. As such, project construction could result in erosion or siltation on- or -off-site. Further, depending on the proposed rate of discharge that would result after construction of the project, increased drainage into off-site facilities could result in downstream erosion or siltation off-site. As such, potential impacts from increased erosion or siltation on- or off-site will be evaluated in the EIR.

- ii. ***Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?***

**Potentially Significant Impact.** The project is anticipated to result in an increase in impervious surfaces on-site and would alter drainage conditions, compared to the existing condition. The EIR will analyze the project's potential to result in flooding on-site or off-site.

**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?**

**Potentially Significant Impact.** As stated in Response 4.10(c), the future buildout of the proposed project would result in an increase rate of the amount of surface runoff. Analysis of pre- and post-development runoff volumes will be evaluated in the EIR to determine whether existing and planned stormwater drainage systems have adequate capacity to accommodate such volumes.

**iv. Impede or redirect flood flows?**

**Potentially Significant Impact.** Refer to Response 4.10(c)(ii) and 4.10(c)(iii).

**d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**

**No Impact.**

**Flood Hazard**

The project site is not located within areas of potential flooding according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map for the project area.<sup>1</sup> No impacts would occur in this regard.

**Seiche**

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. The project site is not in the vicinity of a reservoir, harbor, lake, or storage tank capable of creating a seiche that could inundate into the project area. No impact would occur in this regard.

**Tsunami**

A tsunami is a sea wave caused by a sudden displacement of the ocean floor, most often due to earthquakes. The project is approximately 11.7 miles northwest of the Pacific Ocean. According to the California Geologic Survey, the project site is approximately nine miles north of the closest Tsunami Inundation Area.<sup>2</sup> Thus, development of the project would not place people or structures within a tsunami flood zone and no impact would occur.

**e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

**Potentially Significant Impact.** There is no adopted sustainable groundwater management plan applicable to the City of Norwalk. Municipal Code Chapter 18.04, *Stormwater Management and Discharge Control*, establishes water quality regulations for surface water runoff within the City, and is in compliance with the Los Angeles RWQCB's *Water Quality Control Plan: Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties* (Basin Plan). As discussed, future development associated with the proposed project would result in an increase in development and usage, which may impact the existing water

<sup>1</sup> Federal Emergency Management Agency, *National Flood Hazard Layer FIRMette*, <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd>, accessed March 22, 2022.

<sup>2</sup> California Geologic Survey, *CGS Information Warehouse: Tsunami Hazard Area Map*, [https://maps.conservation.ca.gov/cgs/informationwarehouse/ts\\_evacuation/](https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/), accessed May 11, 2022.

quality and groundwater quality. The EIR will analyze whether development of the project would conflict with or obstruct implementation of the Municipal Code and the Basin Plan.

## 4.11 LAND USE AND PLANNING

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				✓
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	✓			

### a) *Physically divide an established community?*

**No Impact.** Factors that could physically divide a community include, but are not limited to:

- Construction of major highways or roadways;
- Construction of storm channels;
- Closing bridges or roadways; and
- Construction of utility transmission lines.

The key factor with respect to this threshold is the potential to create physical barriers that change the connectivity between areas of a community to the extent that persons are separated from other areas of the community. The proposed project would not physically divide an established community. The project would involve demolishing the former CYA facility, and would construct a new mixed-use development. This mixed-use development would include office/retail and residential uses that would be more aligned with the existing surrounding residential community, compared to the existing condition. Thus, development of the proposed project would not physically divide an established community, and no impacts would occur in this regard.

### 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?*

**Potentially Significant Impact.** Based on the General Plan, the project site is designated and zoned as Institutional (“I”).

The proposed project would not be permitted under the current land use designation or existing zoning. A General Plan Amendment is proposed to change the general plan land use designation of the project site from “I” to “General Commercial” (GC). The project also proposes a Change of Zone from the existing “Institutional” (I) to “Specific Plan” (Norwalk Transit Village SP). The proposed Change of Zone would permit on-site development of a mixed-use, transit-oriented community with residential, commercial, hotel, quasi-civic and open space uses. Other discretionary approvals that would be required include a Specific Plan, Tentative Tract Map, Development Agreement, as well as potential subsequent approvals (e.g., Conditional Use Permit[s], Use Permits[s], Site Development Review, and applicable grading and building permits). A consistency analysis of the proposed project with the General Plan and Zoning Code will be conducted in the EIR to determine any potential conflicts.



This page is intentionally left blank.

## 4.12 MINERAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

**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?**

**No Impact.** The project site is located in a developed area of the City. According to the California Department of Conservation, Division of Mine Reclamation, the project site and surrounding area has no active mines.<sup>1</sup> Additionally, the project site is currently developed with the former CYA facility and has not been utilized for mining activities. Therefore, project development would not cause the loss of availability of mineral resources valuable to the region and the State, and no impact would occur.

**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?**

**No Impact.** Refer to Response 4.12(a). Additionally, according to the General Plan Conservation/Open Space Element, no mineral resources have been identified in the City. As such, no impact would occur in this regard.

<sup>1</sup> California Department of Conservation, *Update of Mineral Classification of Portland Cement Concrete Aggregate in Ventura, Los Angeles, and Orange Counties, California*. 1994.

This page intentionally left blank.

## 4.13 NOISE

<i>Would the project result in:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	✓			
b. Generation of excessive groundborne vibration or groundborne noise levels?	✓			
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓

- 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?***

**Potentially Significant Impact.** Noise from future development construction activities would be generated by two primary sources: 1) the transport of workers and equipment to and from the construction site; and 2) the noise related to active construction equipment and operations. These noise sources could result in impacts to nearby sensitive receptors which include the single-family and multi-family residences (i.e., Norwalk Manor and Soroptimist Village) to the north, south, and west of the site, as well as a hospital (Norwalk Community Hospital) south of the project site.

The future build out of the project would also generate long-term operational noise through new stationary and mobile noise sources associated with the proposed mixed-use development (e.g., vehicular traffic; heating, cooling, and ventilation units; and landscaping maintenance). The EIR will evaluate the existing noise environment and the potential for project-generated short- and long-term noise to substantially increase existing noise levels at surrounding sensitive uses based on applicable noise standards.

- b) ***Generation of excessive groundborne vibration or groundborne noise levels?***

**Potentially Significant Impact.** Groundborne vibration or noise would primarily be associated with demolition, grading/excavation, and paving activities for the project. These temporary increased levels of vibration could impact structures or vibration-sensitive receptors surrounding the project site and will be evaluated in the EIR.

- 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?***

**No Impact.** The closest airport, Fullerton Municipal Airport, is located approximately 5.1 miles to the southeast of the project site at 4011 W. Commonwealth Avenue in the City of Fullerton. This airport is a general aviation airport owned and operated by the City of Fullerton. The closest public use airport is the Long

Beach Airport, located approximately 7.7 miles southwest of the project site at 4100 Donald Douglas Drive in the City of Long Beach. The project site is located outside of the Fullerton Municipal Airport noise contours and is not located within the vicinity of a private airstrip or any airport land use plan, or within two miles of a public airport.<sup>1</sup> As such, no impacts would occur in this regard.

---

<sup>1</sup> Orange County Land Use Commission, *Airport Environs Land Use Plan for Fullerton Municipal Airport*, amended February 21, 2019.

#### 4.14 POPULATION AND HOUSING

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	✓			
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			✓	

- 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)?*

**Potentially Significant Impact.** A project could induce population growth in an area either directly, through the development of new residences or businesses, or indirectly, through the extension of roads or other infrastructure. The proposed project involves the demolition of the former CYA facility and the construction of a new mixed-use residential and commercial development. Therefore, project implementation could induce direct population growth in the City through development of new residences. As such, potential impacts involving unplanned population growth will be evaluated in the EIR.

- b) *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

**Less than Significant Impact.** The project would not displace substantial numbers of existing people or housing and would not necessitate the construction of replacement housing elsewhere. As discussed in [Section 2.0, Project Description](#), the project involves the demolition of the former CYA facility. There are no existing permanent populations of people or housing on-site. Therefore, the proposed project would not displace a substantial number of people or housing necessitating the construction of replacement housing elsewhere. A less than significant impact would result in this regard.

This page intentionally left blank.

## 4.15 PUBLIC SERVICES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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 public services:				
1) Fire protection?	✓			
2) Police protection?	✓			
3) Schools?	✓			
4) Parks?	✓			
5) Other public facilities?	✓			

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 public services:***

i. ***Fire protection?***

**Potentially Significant Impact.** The Los Angeles County Fire Department (LACFD) serves the project site. The closest station to the project site is LACFD Station No. 20 located approximately 0.50 miles at 12110 Adoree Street. The proposed project would introduce new office/retail businesses, hospitality, and residents into the LACFD service area. The LACFD will be contacted to confirm relevant existing conditions, project impacts, and recommended mitigation measures, if necessary. The evaluation in the EIR will focus on the potential alteration of existing facilities, extension, or expansion of new facilities, and the increased demand on services based on the proposed development. The EIR will evaluate the ability of the project to receive adequate service based on applicable City standards and, where adequate services are not available, will identify the effects of inadequate service, and recommend mitigation measures, if necessary.

ii. ***Police protection?***

**Potentially Significant Impact.** The Los Angeles County Sheriff's Department (LACSD) provides police protection services to the City. The closest police station to the City is the Norwalk Police Station located at 12335 Civic Center Drive approximately 0.27 miles west of the project site. The LACSD will be contacted to confirm relevant existing conditions, project impacts, and recommended mitigation measures, if necessary, as they relate to police protection services. The evaluation in the EIR will focus on the potential alteration of existing facilities, extension, or expansion of new facilities, and the increased demand on police protection services based on the proposed development. The EIR will evaluate the ability of the project to receive adequate service based on applicable City standards and, where adequate services are not available, will identify the effects of inadequate service, and recommend mitigation measures if necessary.



**iii. Schools?**

**Potentially Significant Impact.** The project site is served by the Norwalk La Mirada Unified School District (NLMSD) for elementary, middle, and high schools. NLMSD has 31 schools within the cities of Norwalk and La Mirada.<sup>1</sup> The NLMSD will be contacted to confirm relevant existing conditions, project impacts, and recommended mitigation measures, if necessary, as they relate to educational services and facilities. Evaluation in the EIR will focus on the potential increased demand for school facilities due to the future residents on-site. As such, the EIR will include further evaluation of the potential project impacts in this regard.

**iv. Parks?**

**Potentially Significant Impact.** Implementation of the proposed project will construct a new mixed-use development, introducing new residents to the project area. Future residents on-site could increase the demand for park facilities. As such, the EIR will include further evaluation of the potential project impacts in this regard.

**v. Other public facilities?**

**Potentially Significant Impact.** Library services for the City are provided by the Los Angeles County Library (LACL) system. The project site will be served by the Norwalk Library at 12350 Imperial Highway, northwest of the project site. The project will potentially introduce new residents into the City that could impact existing library services at the Norwalk Library and other public libraries within the LACL system. Impacts in this regard will be further evaluated in the EIR.

---

<sup>1</sup> Norwalk La Mirada Unified School District, *Schools & Sites Directory*, [https://www.nlmusd.org/apps/pages/index.jsp?uREC\\_ID=342005&type=d&pREC\\_ID=750020](https://www.nlmusd.org/apps/pages/index.jsp?uREC_ID=342005&type=d&pREC_ID=750020), accessed March 14, 2022.

## 4.16 RECREATION

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	✓			
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	✓			

- 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?*

**Potentially Significant Impact.** Refer to Response 4.15(a)(iv).

- 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?*

**Potentially Significant Impact.** Refer to Response 4.15(a)(iv).

This page intentionally left blank.

## 4.17 TRANSPORTATION

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

**a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**

**Potentially Significant Impact.** Future buildout of the proposed project would result in an increase in on-site population that could result in changes in circulation for all modes of transportation. The project's impacts on existing transit, roadway, bicycle, and pedestrian facilities will be evaluated in the EIR.

**b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?**

**Potentially Significant Impact.** Future buildout of the proposed project would result in increased vehicle miles travelled (VMT). As such, further evaluation of the project's potential VMT impacts will be included in the EIR.

**c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**Potentially Significant Impact.** Buildout of the project would potentially result new driveways along Bloomfield Avenue. The proposed project would influence circulation in the project area through additional trip generation, site ingress/egress points, and potential temporary lane closures during construction. The potential for hazards will be further studied in the EIR.

**d) Result in inadequate emergency access?**

**Potentially Significant Impact.** The project's short- and long-term impacts related to emergency response and evacuation will be considered in the EIR.

This page intentionally left blank.

## 4.18 TRIBAL CULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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:				
1) 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	✓			
2) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	✓			

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to “begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project.” Section 21074 of AB 52 also defines a new category of resources under CEQA called tribal cultural resources.” Tribal cultural resources are defined as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and is either listed on or eligible for the California Register of Historical Resources or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

California Senate Bill (SB) 18 states that prior to a local (city or county) government’s adoption of any general plan or specific plan, or amendment to general and specific plans, or a designation of open space land proposed on or after March 1, 2005, the city or county shall conduct consultations with California Native American tribes for the purpose of preserving or mitigating impacts to Cultural Places. The intent of SB 18 is to establish meaningful consultation between tribal governments and local governments (“government-to-government”) at the earliest possible point in the planning process so that cultural places can be identified and preserved and to determine necessary levels of confidentiality regarding Cultural Place locations and uses.

On February 19, 2016, the California Natural Resources Agency proposed to adopt and amend regulations as part of AB 52 implementing Title 14, Division 6, Chapter 3 of the California Code of Regulations, CEQA Guidelines, to include consideration of impacts to tribal cultural resources pursuant to Government Code Section 11346.6. On September 27, 2016, the California Office of Administrative Law approved the amendments to Appendix G of the CEQA Guidelines, and these amendments are addressed within this Initial Study.

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***

**Potentially Significant Impact.** The project site is developed with the former CYA facility, and is surrounded by urban development. As part of the EIR, a records search of on-site and surrounding cultural resources within the California Register of Historical Resources and in local register(s) of historical resources, will be conducted to determine if any known historical resources are present on-site or the immediate vicinity.

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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

**Potentially Significant Impact.** The project would require demolishing the existing structures and grading the site for construction of the proposed mixed-use development. In compliance with AB 52 and SB 18, the City will distribute letters to potentially affected tribes for consultation regarding the proposed project. The EIR will include further analysis related to tribal cultural resources potentially affected by the project, if any, that may be subject to criteria set forth in Public Resources Code Section 5024.1(c).

## 4.19 UTILITIES AND SERVICE SYSTEMS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	✓			
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	✓			
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	✓			
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	✓			
e. Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?	✓			

- a) *Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

### Potentially Significant Impact.

#### **Water**

The Golden State Water Company (GSWC) is the water service provider for the project site.<sup>1</sup> However, it is acknowledged that Liberty Utility is the water service provider for Zimmerman Park. The project would introduce new development that would result in an increase in water usage, compared to the existing condition. A Water Supply Assessment (WSA) will be prepared in accordance with Senate Bill 610 (SB 610) to analyze the project's anticipated water demand and whether existing water supply sources and facilities would be able to accommodate such demand and, where adequate services are not available, would identify the effects of inadequate service, and recommended mitigation measures, if necessary.

<sup>1</sup> City of Norwalk, *Water Map*, <https://www.norwalk.org/home/showpublisheddocument/9550/635955567745770000>, accessed June 28, 2022.



### Wastewater

The Los Angeles County Sanitation Districts (LACSD) operates and maintains the wastewater system that serves the project site. The EIR will analyze the proposed project's wastewater generation. LACSD will also be contacted to confirm relevant existing conditions, potential project impacts, and recommended mitigation measures, if necessary. These potential impacts will be further evaluated in the EIR.

### Stormwater Drainage

The Los Angeles County Flood Control District (LACFCD) operates and maintains the storm drain system in the site vicinity.<sup>2</sup> Redevelopment of the project site into the proposed mix-use development could change runoff rates or volumes, possibly affecting drainage in the project area. A Hydrology/Drainage Study would be prepared to determine whether the existing storm drain system in the project area can accommodate storm events in the proposed development conditions. Potential impacts will be further evaluated in the EIR.

### Dry Utilities

The City is served by Southern California Edison for electricity services and Southern California Gas Company for natural gas services. Charter Spectrum, and Frontier Communications serves the City for cable, telephone, and internet services. Future residents and patrons of the proposed project would utilize these existing services. Potential impacts due to the need for dry utility services will be further evaluated in the EIR.

- b) *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?*

**Potentially Significant Impact.** As discussed in Response 4.19(a), water supplies for the project site are provided by GSWC as well as Liberty Utility (for Zimmerman Park). The EIR will analyze whether there is sufficient water supply to meet the project's estimated water demand in addition to reasonably foreseeable future development during normal, dry, and multiple dry years. Potential impacts will be further evaluated in the EIR.

- 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?*

**Potentially Significant Impact.** Refer to Response 4.19(a). The EIR will analyze whether the LACSD has adequate capacity to serve the project plus existing commitments.

- d) *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

**Potentially Significant Impact.** The City contracts solid waste collection services with Athens Services Nationwide Environmental Services, and disposes the majority of its solid waste at the Mid-

---

<sup>2</sup> Los Angeles County Department of Public Works, *Los Angeles County Storm Drain System*, <https://pw.lacounty.gov/fcd/StormDrain/index.cfm>, accessed June 28, 2022.

Valley Sanitary Landfill at 2390 North Alder Avenue in Rialto.<sup>3</sup> Development of the proposed project is anticipated to result in increased generation of solid waste, compared to the existing condition. Further evaluation of the change in solid waste demands on the local solid waste infrastructure will be provided in the EIR.

- e) ***Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?***

**Potentially Significant Impact.** AB 939, the Integrated Waste Management Act of 1989 (California Public Resources Code Sections 40000 et seq.), requires all local governments to develop source reduction, reuse, recycling, and composting programs to reduce tonnage of solid waste going to landfills. Cities must divert at least 50 percent of their solid waste generation into recycling. Compliance with AB 939 is measured for each jurisdiction, in part, as actual disposal amounts compared to target disposal amounts. Actual disposal amounts at or below target amounts comply with AB 939.

AB 1327, the California Solid Waste Reuse and Recycling Access Act of 1991 (California Public Resources Code Sections 42900 et seq.) required the California Integrated Waste Management Board to develop a model ordinance requiring adequate areas for the collection and loading of recyclable materials in development projects. Local agencies were then required to adopt and enforce either the model ordinance or an ordinance of their own by September 1, 1993.

Overall, the project would be required to comply with Federal, State, and local management and reduction statutes and regulations related to solid waste. As discussed in Response 4.19 (d), the proposed mix-use development would result in an increase in generation of solid waste in the area, compared to the existing condition. As such, the proposed project's generation of solid waste, proposed recycling/reduction measures, and existing regulatory requirements will be further evaluated in the EIR.

---

<sup>3</sup> CalRecycle, *SWIS Facility/Site Search*. <https://www2.calrecycle.ca.gov/SolidWaste/Site/Search>, accessed April 8, 2022.

This page intentionally left blank.

## 4.20 WILDFIRE

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

**a) Substantially impair an adopted emergency response plan or emergency evacuation plan?**

**No Impact.** According to the California Department of Forestry and Fire's *Los Angeles County Very High Fire Hazard Severity Zones in SRA*, the City is not located in or near a State responsibility area (SRA).<sup>1</sup> Further, according to the California Department of Forestry and Fire's *Los Angeles County Very High Fire Hazard Severity Zones in LRA*, the City is not located in or near a Very High Fire Hazard Severity Zone (VHFHSZ).<sup>2</sup> As such, the project site and immediate vicinity are not classified as a very high fire hazard severity zone or within a SRA, and no impact would occur in this regard.

**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?**

**No Impact.** Refer to Response 4.20(a).

**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?**

**No Impact.** Refer to Response 4.20(a).

<sup>1</sup> California Department of Forestry and Fire Protection, *Los Angeles County Fire Hazard Severity Zones in SRA*, November 7, 2007, [https://osfm.fire.ca.gov/media/6737/fhszs\\_map30.pdf](https://osfm.fire.ca.gov/media/6737/fhszs_map30.pdf), accessed March 12, 2022.

<sup>2</sup> California Department of Forestry and Fire Protection, *Los Angeles Very High Fire Hazard Severity Zones in LRA, As Recommended by CAL FIRE*, September 2011, [https://osfm.fire.ca.gov/media/5882/c30\\_danapoint.pdf](https://osfm.fire.ca.gov/media/5882/c30_danapoint.pdf), accessed March 12, 2022.

- 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?*

**No Impact.** Refer to Response 4.20(a).

## 4.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

- 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?***

**Potentially Significant Impact.** As concluded in [Section 4.4, \*Biological Resources\*](#), implementation of the proposed project is not anticipated to substantially degrade 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 animal species. Impacts in this regard are less than significant. However, [Section 4.5, \*Cultural Resources\*](#), [Section 4.18, \*Tribal Cultural Resources\*](#), and [Section 4.7, \*Geology and Soils\*](#), conclude that historical, archaeological, tribal cultural, and paleontological resources may be adversely impacted by project development. Therefore, further analysis will be conducted as part of the EIR in order to determine if the proposed project would result in the elimination of important examples of the major period of California history or prehistory.

- b) ***Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?***

**Potentially Significant Impact.** A significant impact may occur if a proposed project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. Further analysis will be conducted as part of the EIR to determine whether the project would have impacts that are individually limited, but cumulatively considerable.

- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

**Potentially Significant Impact.** As concluded within this Initial Study, project implementation could result in potentially significant environmental impacts that cause adverse effects on human beings. Therefore, further analysis will be conducted as part of the EIR.

## **5.0 PREPARERS AND CONTRIBUTORS**

### **CITY OF NORWALK (LEAD AGENCY/APPLICANT)**

2700 Norwalk Blvd  
Norwalk, California 90650

*Jonathan Kwan, Contract Planner*

### **CSG CONSULTANT (LEAD AGENCY CONSULTANT)**

3707 W. Garden Grove Blvd, Suite 100  
Orange, California 92868

*Gena Guisar, AICP, Principal Planner*

### **MICHAEL BAKER INTERNATIONAL (CEQA CONSULTANT)**

5 Hutton Centre Drive, Suite 500  
Santa Ana, California 92707

*Alan Ashimine, Project Director*  
*Kristen Bogue, Project Manager*  
*Eleni Getachew, Environmental Analyst*  
*Eddie Torres, Technical Specialist*



This page intentionally left blank.

## 6.0 REFERENCES

1. California Department of Conservation, *California Important Farmland Finder*, <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed March 2, 2022.
2. California Department of Conservation, Division of Land Resource Protection, *State of California Williamson Act Contract Land*, 2017.
3. California Department of Conservation, *Earthquake Zones of Required Investigation*, <https://maps.conservation.ca.gov/cgs/EQZApp/>, accessed March 12, 2022.
4. California Department of Conservation, *Fault Activity Map of California*, <https://maps.conservation.ca.gov/cgs/fam/>, accessed May 11, 2022.
5. California Department of Conservation, *Update of Mineral Classification of Portland Cement Concrete Aggregate in Ventura, Los Angeles, and Orange Counties, California*. 1994.
6. California Department of Forestry and Fire Protection, *Los Angeles Very High Fire Hazard Severity Zones in LRA, As Recommended by CAL FIRE*, September 2011, [https://osfm.fire.ca.gov/media/5882/c30\\_danapoint.pdf](https://osfm.fire.ca.gov/media/5882/c30_danapoint.pdf), accessed March 12, 2022.
7. California Department of Forestry and Fire Protection, *Los Angeles County Fire Hazard Severity Zones in SRA*, November 7, 2007, [https://osfm.fire.ca.gov/media/6737/fhszs\\_map30.pdf](https://osfm.fire.ca.gov/media/6737/fhszs_map30.pdf), accessed March 12, 2022.
8. California Department of Transportation, *California State Scenic Highway System Map*, <https://www.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983>, accessed March 14, 2022.
9. California Environmental Protection Agency, *Cortese Listing*, <https://calepa.ca.gov/sitecleanup/corteselist/>, accessed April 8, 2022.
10. California Department of Fish and Wildlife, *California Regional Conservation Plans Map*, April 2019.
11. California Geologic Survey, *CGS Information Warehouse: Tsunami Hazard Area Map*, [https://maps.conservation.ca.gov/cgs/informationwarehouse/ts\\_evacuation/](https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/), accessed May 11, 2022.
12. CalRecycle, *SWIS Facility/Site Search*. <https://www2.calrecycle.ca.gov/SolidWaste/Site/Search>, accessed April 8, 2022.
13. City of Norwalk, *Water Map*, <https://www.norwalk.org/home/showpublisheddocument/9550/635955567745770000>, accessed June 28, 2022.
14. Los Angeles County Department of Public Works, *Los Angeles County Storm Drain System*, <https://pw.lacounty.gov/fcd/StormDrain/index.cfm>, accessed June 28, 2022.
15. Federal Emergency Management Agency, *National Flood Hazard Layer FIRMette*, <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd>, March 22, 2022.

16. Norwalk La Mirada Unified School District, *Schools & Sites Directory*, [https://www.nlmusd.org/apps/pages/index.jsp?uREC\\_ID=342005&type=d&pREC\\_ID=750020](https://www.nlmusd.org/apps/pages/index.jsp?uREC_ID=342005&type=d&pREC_ID=750020), accessed March 14, 2022.
17. Orange County Land Use Commission, *Airport Environs Land Use Plan for Fullerton Municipal Airport*, amended February 21, 2019.
18. United States Fish and Wildlife Service, *HCP/NCCP Planning Areas in Southern California*, October 2008.