



**U.S. Department of Housing and Urban
Development**

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Washington, DC 20410
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Environmental Assessment
Determinations and Compliance Findings for HUD-assisted Projects
24 CFR Part 58

Project Information

Project Name: The Walk Residences Project

Responsible Entity: City of Norwalk

Grant Recipient (if different than Responsible Entity):

State/Local Identifier: CA/City of Norwalk

Preparer: Kathalyn Tung, Senior Environmental Planner, Michael Baker International, Inc.

Certifying Officer Name and Title: Alex Hamilton, Interim Community Development Director

Consultant (if applicable): Michael Baker International, Inc.

Direct Comments to: Rosio Medina, Senior Management Analyst, Community Development Department, City of Norwalk, 12700 Norwalk Blvd., Room 12, Norwalk, CA 90650

Project Location:

The Project Site is located at 12700 Norwalk Boulevard, Norwalk, California. The Project Site is bound by the City Hall Lawn, followed by Imperial Highway to the north; the western half of the City Hall parking lot and City Hall, followed by Norwalk Boulevard to the west; Avenida Manuel Salinas, followed by surface parking for Norwalk Library to the east ; and a parking garage, followed by Civic Center Drive to the south. The Project Site encompasses the eastern portion of a City-owned parcel, Assessor Parcel Number 8047-006-925, and totals approximately 1.5 acres in size. The Project Site is located in the eastern central portion of the Norwalk Entertainment District – Civic Center Specific Plan area, which is a 13.2 acre area located at the southeast corner of Imperial Highway and Norwalk Boulevard in the northeastern part of the City of Norwalk and is currently developed with the approximately 39,000 square foot City Hall Building, an approximately 4.3 acre City Hall Lawn, a surface parking lot, and three-level parking structure. A Regional Location Map and a Project Location Map are provided respectively as **Figure 1** and **Figure 2**.

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:

The Proposed Project would consist of the construction of a new six-story, 56-unit housing building on the eastern half of City Hall’s surface parking lot, west of Avenida Manuel Salinas, in the City of Norwalk’s Norwalk Entertainment District – Civic Center Specific Plan area. The Proposed Project would be a new construction consisting of 56 one-, two-, and three-bedroom units. Fifty-five of the Project’s units would be restricted to one to six person households earning 30, 50, and 70 percent of area median income (AMI), or less, and one unit would be a non-rental manager unit. All 32 of the one-bedroom units would receive rental assistance through Project Based Vouchers (PBV) and tenants in these units would pay 30 percent of their income towards rent. Further, all of the units with subsidy would target special needs homeless veterans.

The Project would consist of 55 Low Income Housing Tax Credit (LIHTC) restricted units for households earning between 30 percent to 70 percent AMI. One two-bedroom unit approximately 775 square feet (SF) is reserved for property management. The remaining 44 units would consist of the following:

- 17 one-bedroom units (~665 SF) at 30% AMI
- 15 one-bedroom units (~665 SF) at 50% AMI
- 6 two-bedroom units (~925 SF) at 30% AMI
- 5 three-bedroom units (~1204 SF) at 30% AMI
- 6 three-bedroom units (~1204 SF) at 50% AMI
- 6 three-bedroom units (~1204 SF) at 70% AMI

The building structure would use wood frame construction on a concrete slab foundation with a flat roof. Each apartment would be furnished with modern bathrooms and kitchens and include balconies/patios, blinds, carpeting, central air conditioning, coat closets, dishwashers, disposals, unit furnishing, microwaves, ovens, refrigerators, and vinyl plank flooring. The Project would provide 28 parking spaces (0.5 spaces per unit). The Project would be American Disabilities Act (ADA)-compliant including for its bicycle and pedestrian infrastructure and would provide accessible paths of travel from the parking area to the main lobby, common areas, ADA compliant elevator, and throughout the Project site.

The Project is designed to foster a sense of community among the residents while also integrating into the surrounding neighborhood. To bring residents together, centrally-located community areas would house the manager's office and the site amenities for social and supportive services. Upon completion of lease-up, the service provider would coordinate with tenants to determine the appropriate implementation of social services. Additional site amenities would include a business center, a clubhouse, elevator service, a fitness center, central laundry, and common area WiFi. The project would also include an intercom (buzzer) system, limited access to the site, a security patrol, perimeter fencing, and video surveillance as security features. Construction of the Project would be completed in a single phase and would comply with all sustainable and green building requirements. The Project Site is currently vacant and utilized as public parking. The land is currently owned by the City of Norwalk. The existing Project Site is discussed further in the Existing Conditions section, below.

The Project Site is relatively flat and would not require extensive grading as there would be no subterranean level associated with the Project. Project construction-related grading would be limited to preparation of the site for constructing the building foundation and for limited trenching to connect the proposed building to existing utilities within surrounding City rights-of-way. The Proposed Project would cut and fill 23,700 cubic yards of soil and is not anticipated to require any import of soil. Construction is estimated to take approximately 2 years.

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:

The City of Norwalk has a high level of need for additional affordable housing units for many different qualifying populations. Populations that are at-risk of homelessness or instability include Seniors, Large Families, Persons with Disabilities, Veterans, Victims of Domestic Violence, Persons with HIV/AIDS, and Single Parents. The 2022 Point In Time report prepared by Los Angeles Homeless Services Authority and its partners identified 311 homeless individuals in the City limits of Norwalk, but did not provide information specific to the City of Norwalk on demographic composition. Data from a housing needs inventory and gap analysis for non-homeless households shows a potential gap of affordability for 1,810 at-risk households. Additionally, there is potential gap of available beds from Emergency Shelter, Transitional Housing, and Permanent Supportive Housing. As such, the City of Norwalk intends to work in partnership with a housing development organization to design, construct, and operate a permanent affordable housing development to be located in the Norwalk Entertainment District.

Existing Conditions and Trends [24 CFR 58.40(a)]:

As stated above, the Project Site is bound by Imperial Highway to the north, Norwalk Boulevard to the west, the Civic Center Drive to the south, and the Avenida Manuel Salinas to the east. The Project Site encompasses the eastern portion of a City-owned parcel, Assessor Parcel Number 8047-006-925, which is developed with the City Hall surface parking lot, parking signage and lighting, and medians with ornamental trees and shrubs. The Project Site is bordered by sidewalks to the north, east, and south.

The City Hall Lawn, located directly north of the Project Site, contains a "Norwalk Civic Center" monument sign and fountain on the northeast corner of the Project Site, near the intersection of Norwalk Boulevard and Imperial Highway. The City Hall Lawn is primarily grass-covered with dispersed mature trees and walking paths. The City Hall Lawn is not designated as a City park or

recreational facility. However, it is an open landscaped area with walking paths that are publicly accessible and used primarily for passive recreational uses. The City Hall Lawn has also been utilized periodically for special events and various regularly scheduled activities, which have attendees ranging from a few hundred to up to 8,000 people (for the City's largest event, Fourth of July).

The eastern portion of the City Hall Lawn is separated by an internal walking path that leads to City Hall. Directly to the east of the City Hall Lawn is Norwalk Library. To the west of the Project Site is the one-story City Hall and the western half of its surface parking lot. City Hall provides security lighting at the top of the building and is surrounded by ornamental trees and landscaping. Beyond City Hall and its surface parking lot is the Los Angeles County Superior Courthouse–Norwalk and a three-story parking structure to the south. Directly west of City Hall is a six-lane segment of Norwalk Boulevard that has a raised landscaped median and streetlights. In the vicinity of the Project Site, Norwalk Boulevard provides sidewalks that have street trees on the western sidewalk and a sheltered bus stop on the eastern sidewalk. Further west are one-story commercial uses. Directly north of the City Hall Lawn is an eight-lane segment of Imperial Highway that has a raised landscaped median and streetlights. In the vicinity of the Project Site, Imperial Highway provides sidewalks; the southern sidewalk has street trees and a sheltered bus stop. Beyond Imperial Highway to the north are one-story commercial uses. No street parking is allowed on Norwalk Boulevard or Imperial Highway in the vicinity of the Project site.

The Project Site is located in Planning Area 2 of the Norwalk Entertainment District – Civic Center Specific Plan area. This location is the anchor to the specific plan area, has access to alternative transportation options and sidewalks, and is located near civic uses (City Hall, library, Superior Court), entertainment, and retail and food establishments.

Funding Information

Grant Number	HUD Program	Funding Amount
M-21-MP-06-0552	HOME ARP	\$1,047,149
M-19-MC-06-0552 M-20-MC-06-0552 M-21-MC-06-0552 M-22-MC-06-0552 M-23-MC-06-0552	HOME/CHDO	\$1,000,000

Estimated Total HUD Funded Amount: \$2,047,149

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: \$40,000,000



Figure 1



N
▲
Not to scale.

THE WALK RESIDENCES PROJECT
NORWALK, CA
Project Location Map

Source: Google Maps 2024.

Figure 2

Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>HUD guidance states that if a project consists of new construction or other activities that would increase the density of people at the project site, then the record must demonstrate that the project is greater than 2,500 feet from a civilian airport or 15,000 feet from a military airport. According to HUD, if a project is within these distances, then additional design measures may be necessary to protect project residents from airport hazards.</p> <p>Airports designated by the Federal Aviation Administration as commercial airports in the National Plan of Integrated Airports are considered civilian airports subject to HUD Regulation 24 CFR 51D.</p> <p>There are no airports within or adjacent to the Project Site. The closest airport to the Project Site is the Fullerton Municipal Airport, located approximately 36,600 feet southeast of the Project Site. As such, the Project Site is not within 2,500 feet of a civilian airport.</p> <p>The nearest military airport to the Project Site is Joint Forces Training Base Los Alamitos, located approximately 51,960 feet south of the Project Site. As such, the Project Site is not within 15,000 feet of a military airport.</p> <p>The Project Site is greater than 15,000 feet from a military airport and greater than 2,500 feet from a civilian airport. Therefore, there are no formal compliance steps or mitigation required, and no further analysis is necessary.</p> <p>References:</p> <p>U.S. Environmental Protection Agency’s NEPA Assist. Accessed June 29, 2023. https://nepassisttool.epa.gov/nepassist/nepamap.aspx.</p> <p>Federal Aviation Administration. National Plan of Integrated Airport Systems 2023-2027. Appendix B, September 2022.</p>

<p>Coastal Barrier Resources</p> <p>Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Coastal Barrier Resources Act prohibits federal assistance within barrier islands that are subject to frequent damage by hurricanes and high storm surges. There are no coastal barrier resources identified by the U.S. Fish and Wildlife Service (USFWS) within the State of California. Therefore, there are no formal compliance steps or mitigation required, and no further analysis is necessary.</p> <p>References: U.S. Fish and Wildlife Service. <i>Coastal Barrier Resources System, CBRS Mapper</i>. Accessed January 30, 2023. https://fwsprimary.wim.usgs.gov/CBRSMapper-v2/.</p>
<p>Flood Insurance</p> <p>Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Proposed Project would involve the construction of 56 new affordable housing units. According to the Federal Emergency Management Agency’s (FEMA) Flood Insurance Rate Map (FIRM) for the Project area, the Project Site is not within a Special Flood Hazard Area as designated by FEMA. Therefore, per HUD guidance, because the Project is not located within a Special Flood Hazard Area, there are no formal compliance steps or mitigation required, and no further analysis is necessary.</p> <p>Reference: Federal Emergency Management Agency. Flood Insurance Rate Map 06037C1837F. Federal Emergency Management Agency. Flood Insurance Rate FIRMette 06037C1837F. Generated January 31, 2023.</p>
<p>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5</p>		
<p>Clean Air</p> <p>Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Federally funded projects must conform to Clean Air Act requirements if they may constitute a significant new source of air pollution. If a project does not involve new construction, or conversion of land use facilitating the development of public, commercial, or industrial facilities, or five or more dwelling units, it can be assumed that emissions are below the U.S. Environmental Protection Agency’s (EPA) de minimis threshold levels.</p> <p>The analysis in the following paragraphs summarizes the Air Quality Section of the Environmental Impact Report (EIR) prepared for the Norwalk Entertainment District – Civic Center Specific Plan Project. The Air Quality Section analyzes the implementation of a Norwalk Entertainment District – Civic Center Specific Plan Project, which includes the Proposed Project as well as additional uses for the specific plan area (up to 350 multifamily residential uses, up to 110,000 square feet of commercial uses, open space, and parking). The findings of the Air Quality Section are used as the basis of this analysis.</p> <p>The Project Site is located in the South Coast Air Basin (the Basin). The South Coast Air Quality Management District (SCAQMD) has</p>

jurisdiction in the Basin, which has a history of recorded air quality violations and is an area where both state and federal ambient air quality standards are exceeded. Pursuant to the national ambient air quality standards (NAAQS), the Basin is designated an extreme nonattainment area for ozone (O₃), serious nonattainment area for PM₁₀, and nonattainment area for PM_{2.5}. Per guidelines set forth by HUD, because the Project Site is in a nonattainment area for ozone, PM₁₀, and PM_{2.5}, conformity with the State Implementation Plan (SIP) must be demonstrated.

The Basin portion of the SIP approved by the EPA comprises the SCAQMD air quality plans, including the 2017 Scoping Plan. A project is shown to conform with the SIP if its criteria pollutant emissions remain below the local air district’s significance thresholds and are consistent with the local air district’s air quality plans.

The SCAQMD has established thresholds of significance for criteria air pollutant emissions from new development. The California Emissions Estimator Model (CalEEMod) was used to model criteria air pollutant emissions associated with operation of the specific plan buildout which included the Proposed Project. This included up to 350 multifamily residential uses, up to 110,000 square feet of commercial uses, open space, and parking. Considering that the air quality modeling was completed for a more intensive Project design (i.e., a greater number of residential units and a greater amount of commercial space) than what is currently proposed, the analysis represents a conservative estimate of pollutant emissions during Project operation. **Table 1**, Criteria Air Pollutant Thresholds and Project Emissions, presents the Air District’s thresholds and daily emissions modeled for the entire specific plan buildout which includes the Proposed Project. As shown, the anticipated emissions of the entire specific plan buildout during operation would be below the Air District thresholds. Therefore, as only a portion of these emissions represent the Proposed Project, Project emissions would also be below the Air District thresholds.

Table 1. Criteria Air Pollutant Thresholds and Maximum Daily Project Emissions (pounds per day)

Emission Sources	VOC	Nitrogen Oxides (NO _x)	PM ₁₀	PM _{2.5}
Construction	22	62	9	4
Construction Air District Thresholds	75	100	150	55
Operation (net change)	38	30	76	21
Operation Air District Thresholds	55	55	150	55

		<p style="border: 1px solid black; padding: 5px;">SOURCE: City of Norwalk, Norwalk Entertainment District - Civic Center Specific Plan Project Draft Environmental Impact Report (SCH No. 2022020128), July 2022, Tables 5.2-10 and 5.2-11.</p> <p>Therefore, while the Project’s Air Basin is in nonattainment for three criteria pollutants (ozone, PM₁₀, and PM_{2.5}), the Proposed Project is considered consistent with the SIP because its emissions would be less than the significance thresholds established by the SCAQMD. Thus, the Project would not have an adverse effect on the environment related to air quality and there are no formal compliance steps or mitigation required, and no further analysis is necessary.</p> <p>References:</p> <p>City of Norwalk. Norwalk Entertainment District - Civic Center Specific Plan Project Draft Environmental Impact Report (SCH No. 2022020128). July 2022. Section 5.2, Air Quality.</p>
<p>Coastal Zone Management</p> <p>Coastal Zone Management Act, sections 307(c) & (d)</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Coastal Zone Management Program (CZMP) is authorized by the Coastal Zone Management Act (CZMA). Projects that can affect a coastal zone must be carried out in a manner consistent with the state CZMP under Section 307(c) and (d) of the CZMA.</p> <p>The Project does not require state review under the CZMA as the City of Norwalk is not within the California Coastal Commission’s jurisdiction. Therefore, there are no formal compliance steps or mitigation required, and no further analysis is necessary.</p> <p>References:</p> <p>California Coastal Commission. <i>Maps: Coastal Zone Boundary Los Angeles County</i>. https://www.coastal.ca.gov/maps/czb/.</p>
<p>Contamination and Toxic Substances</p> <p>24 CFR Part 50.3(i) & 58.5(i)(2)</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>HUD policies state that all property proposed for use in HUD programs shall be free of hazardous materials, contamination, toxic chemicals and gases, and radioactive substances, where a hazard could affect the health and safety of occupants or conflict with the intended use of the property. Further, an environmental review of residential properties shall include an evaluation of previous uses of the site and other evidence of contamination on or near the site, to ensure that future residents of proposed site are not adversely affected by the hazards. HUD guidance states that particular attention should be given to any proposed site on or in the general vicinity of dumps, landfills, industrial sites, or other locations that contain, or may have contained, hazardous materials/wastes.</p> <p>In the State of California, Section 65962.5 of the Government Code requires that the California Department of Toxic Substances Control (DTSC), the California Department of Public Health (CDPH), and the State Water Resources Control Board (SWRCB) compile lists of all hazardous waste facilities subject to corrective action; all sites included in the Abandoned Site Assessment Program; all drinking water wells that contain detectable levels of organic contaminants; all</p>

		<p>underground storage tanks with unauthorized releases; and all solid waste disposal sites with a migration of hazardous materials.</p> <p>The Project Site is not included on any of the above-described lists compiled by the DTSC, CDPH, or the SWRCB. The DTSC maintains the EnviroStor database, which provides a list of all hazardous waste sites, as required by Section 65962.5 described above, as well as information about other sites that are under investigation of reported hazardous substance contamination and past cases where contamination was identified at a site and properly removed.</p> <p>Additionally, a Phase I Environmental Site Assessment (Phase I ESA) was completed for the Norwalk Entertainment District – Civic Center Specific Plan Project, which includes the Proposed Project, by Placeworks in March 2022. The purpose of the Phase I ESA was to assess whether recognized environmental conditions (RECs), historical RECs (HRECs), or controlled RECs (CRECs) are associated with the specific plan area for the Norwalk Entertainment District – Civic Center, which includes the Project Site. An REC is defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment (ASTM E1527-13). An HREC is defined as the past release of any hazardous substances or petroleum products that has occurred in connection with a property and has been addressed to the satisfaction of the applicable regulatory authority, without subjecting the property to any required controls. A CREC is similar to an HREC, only the hazardous substances were allowed to remain in place subject to required controls regarding use of the site.</p> <p>The Phase I ESA indicated that no RECs or CRECs were identified for the Project Site. One HREC was identified for the specific plan area for the Norwalk Entertainment District – Civic Center. In 1999, an 8,000-gallon capacity diesel UST was removed under the oversight of Los Angeles County Department of Public Works. The Los Angeles County Department of Public Works concurred that the site met closure criteria in 1999, and the Los Angeles Regional Water Quality Control Board concurred in 2000, and a closure letter was subsequently issued. Additionally, a site visit for the Phase I ESA was conducted in January 2022. No evidence of hazardous substances were observed within the Project Site. Therefore, based on the findings of the Phase I ESA prepared for the Norwalk Entertainment District – Civic Center Specific Plan Project, and the lack of the Project Site’s inclusion on lists of hazardous waste sites managed by the State of California, there are no formal compliance steps or mitigation required, and no further analysis is necessary.</p> <p>Further, per Notice CPD-23-103, as of April 11, 2024, radon must be considered in the contamination analysis for 24 CFR 58.5(i) through radon testing of the existing buildings or scientific data review. When radon testing determines the indoor air levels are at or above 4</p>
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		<p>picocuries per liter (pCi/L) or scientific data review determines the project site is located in an area that has documented radon levels at or above 4 pCi/L, the environmental review record must include a mitigation plan.</p> <p>According to the National Environmental Public Health Tracking Network managed by the Centers for Disease Control and Prevention, Los Angeles County’s mean pre-mitigation radon level in tested buildings over a 10-year period (with over 10 tests) is 1.9 pCi/L. As such, because indoor radon levels in Los Angeles County are below 4 pCi/L based on the scientific data review, there are no additional compliance steps or mitigation required beyond what is described here, and no further analysis is necessary.</p> <p>References:</p> <p>City of Norwalk. Norwalk Entertainment District - Civic Center Specific Plan Project Draft Environmental Impact Report (SCH No. 2022020128). July 2022. Section 5.8, Hazards and Hazardous Materials.</p> <p>Placeworks. Phase I Environmental Site Assessment for Norwalk Entertainment District - Civic Center Specific Plan Project. March 2022.</p> <p>US Centers for Disease Control and Prevention. National Environmental Public Health Tracking Network. Accessed August 19, 2024. https://ephtracking.cdc.gov/DataExplorer/?c=31.</p>
<p>Endangered Species</p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>According to HUD Guidance, an Environmental Assessment must “consider potential impacts of the HUD-assisted project to endangered and threatened species and critical habitats.” Further, the review must “evaluate potential impacts not only to any listed but also to any proposed endangered or threatened species and critical habitats.”</p> <p>HUD states that “A No Effect determination can be made if the Project has no potential to have any effect on any listed species or designated critical habitats.” This finding is appropriate if the Project has no potential to affect any species or habitats or if there are no federally listed species or designated critical habitats in the action area.</p> <p>According to the USFWS Information for Planning and Consultation (IPaC) resource list, two threatened or endangered species have the potential to be found in the vicinity of the Project Site: the coastal California gnatcatcher (threatened) and least Bell’s vireo (endangered). Additionally, the IPaC identified the monarch butterfly as having the potential to be found in the vicinity of the Project site; however, this species is a candidate, meaning it is under consideration for official listing by the USFWS and is not yet listed or proposed for listing. According to the EIR prepared for the Norwalk Entertainment District – Civic Center Specific Plan Project, which the Project Site is located in, a single monarch butterfly was observed near the trees in the northwest corner of the site. As discussed in the EIR, the Project</p>

		<p>Site lacks necessary wind protected roosting sites, nectar plants (annual wildflowers), and a nearby water source, and would not support protected wintering populations of monarch. Additionally, no special-status species have previously been recorded on the Project Site, and none are expected to occur based on the level of development and lack of native habitats. Furthermore, there are no critical habitats designated for any species within the Project Site, nor does the Project Site contain habitat necessary to support these listed species. Further, the Project Site is not identified by the City of Norwalk as a biologically sensitive area as a wildlife movement corridor or wilderness area, nor does it contain any wetland or riparian habitat as identified by the National Wetlands Inventory.</p> <p>As stated in the Project Description of this Environmental Assessment, the Project Site is currently developed with the City Hall surface parking lot with ornamental trees and shrubs. The Project Site includes approximately 40 trees, all of which are proposed for removal. The existing trees may provide shelter for migratory birds protected under the Migratory Bird Treaty Act. Discussion of the Proposed Project’s potential impact on migratory birds and related habitat is provided in the Natural Features section, below.</p> <p>In summary, the Proposed Project would not result in the loss of habitat utilized by any of the endangered, threatened, or candidate species identified above or impact critical habitat. Therefore, there are no formal compliance steps or mitigation required, and no further analysis is necessary.</p> <p>References:</p> <p>U.S. Fish and Wildlife Service. <i>Information for Planning and Conservation (IPAC) Report</i>. generated January 31, 2023.</p> <p>City of Norwalk. Draft Environmental Impact Report Norwalk Entertainment District – Civic Center Specific Plan Project (SCH No. 2022020128). July 2022. Section 5.3, Biological Resources.</p>
<p>Explosive and Flammable Hazards</p> <p>24 CFR Part 51 Subpart C</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>There are inherent potential dangers associated with locating HUD-assisted projects near hazardous facilities which store, handle, or process hazardous substances of a flammable or explosive nature. According to HUD Guidance, if a project includes development, construction, rehabilitation that will increase residential densities, or conversion, then the record must demonstrate that the project site is not located near hazardous facilities or must implement mitigation measures.</p> <p>The Project Site is currently developed with the eastern half of the City Hall surface parking lot, ornamental trees and shrubs, and parking signage and lighting. The Project Site is surrounded by commercial uses, Norwalk City Hall, the City Hall Lawn, and parking. As such, there is little likelihood that these areas would include an aboveground storage tank with more than 100 gallons of liquid industrial fuels. Review of aerial imagery did not reveal any such aboveground storage tanks within close proximity of the Project</p>

	<p>Site. Further, the nearest area of the City zoned Heavy Manufacturing is 0.5 miles southwest of the Project Site.</p> <p>The Phase I ESA identified one aboveground storage tank within 0.25 miles of the Project Site at 12400 E. Imperial Highway, at the Los Angeles County Registrar-Recorder office building. The aboveground storage tank is approximately 3,142 gallons.</p> <p>According to HUD Fact Sheet H2: Determining Which Tanks to Evaluate for Acceptable Separation Distances, when there are multiple stationary aboveground storage tanks within 1 mile of a proposed site, and the tanks are not excluded from coverage based on exceptions listed in the regulation at 24 CFR 51C or HUD guidance, an Acceptable Separation Distance (ASD) calculation is required. The ASD is the distance between the aboveground stationary containerized hazard of an explosive or fire-prone nature and a HUD-assisted project location. Calculation of the ASD is the first step to assess site suitability for proposed HUD-assisted projects near stationary hazards. When there is a facility with stationary aboveground storage containers and diked volumes of the same size, the ASD needs to be calculated for the container or diked volume closest to a proposed HUD-assisted project site.</p> <p>Using HUD’s ASD electronic assessment tool, the ASD from the 3,142-gallon fuel tank for blast over pressure is 319.80 feet; the ASD for thermal radiation for people is 445.59 feet; and the ASD for thermal radiation for buildings is 85.36 feet. At approximately 1,000 feet from the aboveground fuel tank, the Project Site is outside the minimum ASD.</p> <p>Additionally, the Phase I ESA prepared for the Project states that there are no oil wells or oil fields within the boundary of the Project Site. The nearest identified oil well is approximately within 242 feet of the Project Site, but it is abandoned and is listed as idle.</p> <p>As such, the Project Site would not have any explosive and flammable hazards of concern that would preclude the use of the Project Site as proposed. In short, the Project Site and the immediate surrounding area are free of hazardous materials, contamination, toxic chemicals, gases, and radioactive substances that could affect health or safety, or conflict with the intended use of the Project Site. Therefore, there are no formal compliance steps or mitigation required, and no further analysis is necessary.</p> <p>References:</p> <p>City of Norwalk. Zoning Map. April 2020.</p> <p>Placeworks. Phase I Environmental Site Assessment for Norwalk Entertainment District - Civic Center Specific Plan Project. March 2022.</p> <p>HUD. HUD Exchange: Acceptable Separation Distance (ASD) Electronic Assessment Tool. Accessed February 27, 2023.</p>
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		<p>https://www.hudexchange.info/programs/environmental-review/asd-calculator/.</p> <p>U.S. Environmental Protection Agency. NEPA Assist Tool. Accessed February 6, 2023. https://nepassisttool.epa.gov/nepassist/nepamap.aspx.</p>
<p>Farmlands Protection</p> <p>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Federal projects are subject to Farmland Protection Policy Act requirements if they may irreversibly convert farmland to a nonagricultural use. The Project Site, and each of the Project Site’s neighboring parcels, have been classified by the California Department of Conservation as Urban and Built-Up Land. Further, the Project would not result in physical impacts beyond the boundaries of the Project Site, and would not impact any prime farmland, unique farmland, or farmland of local importance. Therefore, there are no formal compliance steps or mitigation required, and no further analysis is necessary.</p> <p>References:</p> <p>California Department of Conservation. California Important Farmland Finder. Accessed January 30, 2023. https://maps.conservation.ca.gov/dlrp/ciff/.</p> <p>HUD. HUD Exchange: Farmland Protection. Accessed January 30, 2023. https://www.hudexchange.info/programs/environmental-review/farmlands-protection/.</p>
<p>Floodplain Management</p> <p>Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Per HUD guidance, the Project is not exempt from compliance with HUD Floodplain Management regulations in Part 55 (through 24 CFR 55.12[c]). However, as stated above, the Project Site is not located within a Special Flood Hazard Area.</p> <p>On April 23, 2024, HUD published a Final Rule in the Federal Register that amends HUD’s existing floodplain regulations to require a greater level of flood protection for new construction and substantial rehabilitation projects. Through this final rule, HUD expands the floodplain of concern both vertically and horizontally to a defined “Federal Flood Risk Management Standard Floodplain” and clarifies flood insurance requirements for projects located in the SFHA. Under the new rule, projects located within a SFHA shall be required as a special condition to obtain and maintain, where available, flood insurance coverage.</p> <p>As discussed, according to FEMA’s Flood Insurance Rate Map Panel Number 42095C0326E, the Project Site is within Zone X, meaning an “area of minimal flood hazard.” The Project Site is not located within a SFHA (100-year floodplain) as designated by FEMA. Therefore, per HUD guidance, because the Project is in a minimal flood hazard area and not within a SFHA there are no formal compliance steps or mitigation required, and no further analysis is necessary.</p> <p>References:</p>

		<p>Federal Emergency Management Agency. Flood Insurance Rate Map 06037C1837F.</p> <p>Federal Emergency Management Agency. Federal Flood Standard Support Tool. Accessed August 19, 2024.</p>
<p>Historic Preservation</p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>The National Historic Preservation Act (NHPA) directs each federal agency, and those tribal, state, and local governments that assume federal agency responsibilities, to protect historic properties and to avoid, minimize, or mitigate possible harm that may result from agency actions. The review process, known as Section 106 review, is detailed in 36 CFR Part 800. As part of required compliance with Section 106 of the NHPA, Michael Baker International, Inc. (Michael Baker) prepared a Cultural Resources Evaluation and Finding of No Historic Properties Affected for the Walk Residences Project, which details the review of two previous studies, provides results of Native American outreach, provides the results of the built environment survey, and evaluates the Norwalk Civic Center Historic District for inclusion in the National Register and California Register. The following summary is based on the analysis provided in the above-mentioned evaluation and includes a summary of the correspondence with tribes and the California Office of Historic Preservation (OHP).</p> <p><i>Background Research</i></p> <p>Two previous studies were conducted for the Norwalk Entertainment District - Civic Center Specific Plan Project: <i>Archaeological and Paleontological Resources Assessment Report of the Norwalk Entertainment District – Civic Center Specific Plan Project, City of Norwalk, Los Angeles County, California</i> (Gust, Vreeland, and Duarte 2022) and <i>Norwalk Entertainment District – Civic Center Specific Plan Historical Resources Technical Report</i> (ARG 2022). These studies found that no previously recorded cultural resources were identified within the project area of the previous studies or the current Area of Potential Effects (APE). Two built environment cultural resources were identified within the half-mile search area, and no archaeological resources were identified. Additionally, no previous cultural resources studies were identified within the project area of the previous studies or the current APE. Six previous cultural resources studies were identified within the half-mile search radius.</p> <p><i>Interested Parties Consultation</i></p> <p>As part of the Gust, Vreeland, and Duarte 2022 study, the Los Angeles Conservancy was contacted on January 19, 2022, to request any information or concerns regarding historical resources within the study area. The Los Angeles Conservancy responded on January 19, 2022, stating the Norwalk Civic Center, and specifically the Norwalk City Hall building, were architecturally significant.</p> <p><i>Native American Consultation</i></p> <p>On March 7, 2022, the NAHC provided notification that a Sacred Lands File search was negative for the project area of the previous studies. The NAHC appended a list of tribal contacts who may have</p>

		<p>knowledge about and interest in tribal cultural resources located within the project vicinity. Per HUD guidelines, on February 27, 2023, Michael Baker staff sent consultation invitations via email on behalf of the City to federally recognized tribes identified in the NAHC contact list. Tribal contacts were directed to reach out to the Housing and Neighborhood Development Manager at the City of Norwalk Community Development Department, for further Section 106 consultation. On March 29, 2023, Michael Baker staff followed up with the tribes via voicemail or email. One response was received in response to the follow-up on March 29, 2023 from Mr. Joseph Ontiveros of the Soboba Band of Luiseno Indians. Mr. Ontiveros deferred recommendations for the project.</p> <p><i>Archaeological Sensitivity Analysis</i></p> <p>Based on the findings of Gust, Vreeland, and Duarte (2022), sensitivity for buried archaeological resources within the APE is low. Since the construction of the Norwalk Civic Center between 1965 and 1972, the entirety of the APE has been landscaped or hardscaped. Additionally, the nearest source of permanent water, the San Gabriel River, is located more than 2 miles west of the APE. Based on the lack of previously identified archaeological resources within the APE and records search radius, negative Sacred Lands File results, aerial photograph and map review, distance to a permanent water source, soil constituents, and negative pedestrian survey, the potential for subsurface archaeological deposits is low.</p> <p>Nonetheless, there is potential to disturb previously unknown archaeological resources during excavation into native soil. Mitigation Measure CUL-1 and CUL-2 would mitigate effects to unanticipated discoveries.</p> <p>Mitigation Measure:</p> <p>CUL-1:</p> <p>In the event that any subsurface cultural resources are encountered during earth-moving activities, it is recommended that all work within 50 feet be halted until an archaeologist can evaluate the findings and make recommendations. Prehistoric materials can include flaked-stone tools (e.g., projectile points, knives, choppers) or obsidian, chert, or quartzite toolmaking debris; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash, and charcoal, shellfish remains, and cultural materials); and stone milling equipment (e.g., mortars, pestles, handstones). Historical materials might include wood, stone, or concrete footings, walls, and other structural remains; debris-filled wells or privies; and deposits of wood, metal, glass, ceramics, and other refuse. The archaeologist may evaluate the find in accordance with federal, state, and local guidelines, including those set forth in the California Public Resources Code Section 21083.2, to assess the significance of the find and identify avoidance or other measures as appropriate. If suspected prehistoric or historical archaeological deposits are discovered during construction, all work within the immediate area of the discovery</p>
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	<p>shall be redirected and the find must be evaluated by a qualified archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for archaeology (National Park Service 1983). If historic properties are discovered or unanticipated effects on historic properties are found after the agency official has completed the Section 106 process, the agency official shall make reasonable efforts to avoid, minimize, or mitigate adverse effects to such properties.</p> <p>CUL-2:</p> <p>If human skeletal remains are found, those remains would require proper treatment in accordance with State of California Health and Safety Code Sections 7050.5-7055. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are discovered during excavation of a site. As required by state law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the most likely descendant. If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County coroner has been called out, and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains. In consultation with the most likely descendant, a treatment plan for the Native American remains will be developed by a qualified archaeologist.</p> <p><i>Built Environment Survey</i></p> <p>In 2022, ARG conducted an intensive-level, built environment survey of Norwalk City Hall, constructed in 1965; the City Hall Lawn, planted in the 1970s; a parking structure constructed in 1996; a building owned by Los Angeles County, constructed in 2010; and associated surface parking. ARG recommended that Norwalk City Hall is individually eligible for listing in the National Register and the California Register. The City Hall Lawn, and other adjacent landscape and hardscape features do not contribute to the individual significance of Norwalk City Hall. Additionally, ARG identified a potential historic district within and adjacent to the APE, indicating in its report that the district may consist of four contributing buildings: Norwalk City Hall built in 1965, Norwalk Courthouse built in 1968, Norwalk Library built in 1969, and Norwalk Sheriff Station built in 1972. The National Register and California Register eligibility of this potential district was not formally evaluated by ARG.</p> <p>In support of the Proposed Project, Michael Baker staff conducted an intensive-level, built environment survey of the APE on April 27, 2023 to document the Norwalk Civic Center in its entirety. Photographs and notes were taken during the survey. Notes consisted</p>
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	<p>of observations of exposed building elevations, architectural design, materials, and alterations. Photographs are presented in a California Department of Parks and Recreation (DPR) 523 form. Based on the evaluation, Michael Baker staff determined that the Norwalk Civic Center Historic District is eligible for listing in the National Register under Criteria A and C and in the California Register under Criteria 1 and 3.</p> <p><i>Effects Analysis</i></p> <p>Michael Baker staff applied the criteria of adverse effect (36 CFR Part 800.5) to evaluate the Project’s effects on Norwalk City Hall, which was evaluated by ARG and found eligible for listing in the National Register and California Register, and the Norwalk Civic Center Historic District, which was found eligible for listing in the National Register and California Register by the current study.</p> <p>Under 36 CFR Part 800.5(a)(2)(i), (ii), and (iii), the Project would not result in any damage to Norwalk City Hall or the eligible Norwalk Civic Center Historic District, nor would it result in the physical destruction, alteration, or removal of the historic properties. Under 36 CFR Part 800.5(a)(2)(iv), the Project would not alter the use of Norwalk City Hall or any of the other buildings that contribute to the eligible Norwalk Civic Center Historic District or alter any significant, character-defining physical features of their setting. Under 36 CFR Part 800.5(a)(2)(v), the Project would not introduce visual, atmospheric, or audible elements that would diminish the integrity of the property’s significant historic features. Under 36 CFR Part 800.5(a)(2)(vi), the Project would not result in neglect that causes deterioration of Norwalk City Hall or the Norwalk Civic Center Historic District. Lastly, 36 CFR Part 800.5(a)(2)(vii) is not applicable to this Project since neither Norwalk City Hall nor any component of the Norwalk Civic Center Historic District is under federal ownership or control. In conclusion, the assessment of project effects per 36 CFR Parts 800.4 and 800.5 results in a finding of no historic properties affected because the historic properties within the APE will not be affected by the Project.</p> <p><i>SHPO Consultation</i></p> <p>The City transmitted a letter (dated May 30, 2023) to the California OHP State Historic Preservation Officer (SHPO) that summarized the findings presented above pursuant to 36 CFR 800.4(d)(1). On June 27, 2023, the SHPO responded concurring with the finding of "No historic properties affected" which concludes the consultation. As such, the Project is in compliance with Section 106.</p> <p>References:</p> <p>Cultural Resources Evaluation and Finding of No Historic Properties Affected for The Walk Residences Project, City of Norwalk, Los Angeles County, California.</p> <p>Polanco, Julianne. June 27, 2023. Email Correspondence with Department of Parks and Recreation. Office of Historic Preservation.</p>
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<p>Noise Abatement and Control</p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>To demonstrate consistency with HUD guidance on noise abatement and control, HUD requires that for projects involving new construction or rehabilitation of an existing residential property, the Environmental Review Record contain one of the following:</p> <ul style="list-style-type: none"> • Documentation the proposed action is not within 1,000 feet of a major roadway, 3,000 feet of a railroad, or 15 miles of a military or Federal Aviation Administration-regulated civil airfield; • If within those distances, documentation showing the noise level is acceptable (at or below 65 L_{dn} [day/night noise level]); • If within those distances, documentation showing that there is an effective noise barrier (i.e., that provides sufficient protection); or • Documentation showing the noise generated by the noise source(s) is normally unacceptable (66–75 L_{dn}) and identifying noise attenuation requirements that will bring the interior noise level to 45 L_{dn} and/or exterior noise level to 65 L_{dn}. <p>The Project Site is located within a fully urbanized area, characterized by dense urban development, mass transit, and vehicle traffic. The primary sources of noise in such urban areas include mechanical equipment, transportation, and parking areas.</p> <p>The closest airport to the Project Site is the Fullerton Municipal Airport, located approximately 36,600 feet southeast of the Project Site. Additionally, the nearest railroad is approximately 3,400 feet east of the eastern perimeter of the Project Site. However, the Project Site is within 1,000 feet of two major roadway, Imperial Highway and Norwalk Boulevard, both of which are classified as major highways under the City’s General Plan. Since the Project Site is within the distance screening criteria set by HUD for roadways, railroads, and airports, the record must, therefore, identify whether the Project Site’s noise level is acceptable (at or below 65 L_{dn}) and if not, the record must state whether noise attenuation features would be included as part of the proposed rehabilitation activities.</p> <p>The Noise Analysis of the Norwalk Entertainment District – Civic Center Specific Plan EIR included the collection of long-term (48-hour) measurements along Norwalk Boulevard south of Imperial Highway and approximately 45 feet east of the nearest northbound travel lane centerline. 48-hour noise measurement began at 3:00 pm on Wednesday, March 30, 2022. The noise environment is characterized primarily by vehicular traffic along Norwalk Boulevard. The existing community noise equivalent level (CNEL) for the Norwalk Boulevard, south of Imperial Highway is 73 dBA.</p>

		<p>Based on HUD guidance, noise above 65 dB but not exceeding 75 dB is “Normally Unacceptable.”</p> <p>Although the Proposed Project would be located near Norwalk Boulevard and Imperial Highway, the proposed on-site residential units would be set back. Additionally, the building would be constructed in accordance with the California Building Code Title 24, Part 2, Volume 1, Chapter 12, Interior Environment, Section 1206.4, Allowable Interior Noise Levels, which requires interior noise levels attributable to exterior sources to not exceed 45 dB in any habitable room. Furthermore, the residential common areas would be semi-enclosed by the additional stories of residential units that form a U-shape around the common areas, which open toward the center of the Project Site and would provide substantial acoustical shielding from the surrounding noise sources. Therefore, according to HUD Guidance under 24 CFR 51 Subpart B, the Project is in compliance with the Noise Control Act of 1972. There are no formal compliance steps or mitigation required, and no further analysis is necessary.</p> <p>References:</p> <p>California Building Code. 2022. Title 24, Part 2, Volume 1, Chapter 12 Interior Environment, Section 1206 Sound Transmission.</p> <p>City of Norwalk. Draft Environmental Impact Report Norwalk Entertainment District – Civic Center Specific Plan Project (SCH No. 2022020128). July 2022. Section 5.11, Noise.</p>
<p>Sole Source Aquifers</p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Proposed Project would involve the construction of 56 new affordable housing units in the City of Norwalk. The Proposed Project is not located within a sole source aquifer area, as shown on the EPA’s online Sole Source Aquifers mapping portal (the nearest sole source aquifer is located approximately 112 miles southeast of the Project Site). Project-related improvements to the Project Site would not result in impacts to this sole source aquifer given the distance between the aquifer and the Project Site. Therefore, there are no formal compliance steps or mitigation required, and no further analysis is necessary.</p> <p>References:</p> <p>U.S. Environmental Protection Agency. Map of Sole Source Aquifers Locations. Accessed January 31, 2023. https://www.epa.gov/dwssa/map-sole-source-aquifer-locations.</p>
<p>Wetlands Protection</p> <p>Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Because the Project would involve the construction of a six-story, 56-unit housing building, the Proposed Project would consist of “new construction,” as defined in Executive Order 11990 (“draining, dredging, channelizing, filling, diking, impounding, and related activities and any structures or facilities begun or authorized after the effective date of this Order [May 1977]”).</p> <p>As determined using the USFWS’s National Wetlands Inventory, there are no known wetlands within or adjacent to the Project Site. The Project Site is currently developed as a surface parking lot in an urbanized environment. There are no drainages or hydrologic features</p>

		<p>on the Project Site, nor are there depressions or topographical features indicative of potential wetland areas. The National Wetlands Inventory identifies the Coyote Creek North Fork, approximately 1.9 miles east of the Project Site, as the closest wetland (riverine) habitat. Given the distance between the Project Site and the riverine habitat, construction activities associated with the Proposed Project would not result in sedimentation or other impacts that would negatively impact wetland habitats.</p> <p>Grading and construction activities associated with the Proposed Project would be required to comply with stormwater runoff and sedimentation prevention requirements. These requirements are discussed further in the Land Development section, below. Because grading- and construction-related sediment would be regulated by state and local water quality protections, and because the nearest surface water feature is approximately 1.9 miles away from the Project Site, no wetlands would be impacted in terms of Executive Order 11990's definition of new construction.</p> <p>Therefore, there are no formal compliance steps or mitigation required, and no further analysis is necessary.</p> <p>References:</p> <p>U.S. Fish and Wildlife Service. National Wetlands Inventory Wetlands Mapper. Accessed January 31, 2023. https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper.</p>
<p>Wild and Scenic Rivers</p> <p>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Project Site is not located near a Wild and Scenic River as identified on the Nationwide Rivers Inventory, operated by the National Park Service. The nearest designated Wild and Scenic River to the City of Norwalk is Deep Creek Wild and Scenic River located approximately 58 miles to the northeast. Therefore, the Project would not adversely affect a wild and scenic river. There are no formal compliance steps or mitigation required, and no further analysis is necessary.</p> <p>References:</p> <p>U.S. Environmental Protection Agency. NEPA Assist Tool Wild and Scenic Rivers. Accessed January 31, 2023. https://nepassisttool.epa.gov/nepassist/nepamap.aspx.</p> <p>U.S. Fish and Wildlife Service. National Wild and Scenic Rivers System. Map of California. Accessed January 31, 2023. https://www.rivers.gov/river-app/index.html?state=CA.</p>
<p>ENVIRONMENTAL JUSTICE</p>		
<p>Environmental Justice</p> <p>Executive Order 12898</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Proposed Project is intended to provide affordable housing opportunities for low-income individuals in the City of Norwalk. The Project Site is located in an area characterized by residential, institutional, civic, and commercial land uses, and the proposed units would result in beneficial long-term social and economic impacts for low-income and homeless individuals.</p>

		<p>As discussed in the Clean Air section, above, residents on and adjacent to the Project Site would not be exposed to substantial emissions of criteria pollutants. As discussed under Noise Abatement and Control, noise levels on the Project Site would be within HUD’s normally unacceptable conditions; however, the residential building would be in compliance with the California Building Code Title 24, Part 2, Volume 1, Chapter 12, Interior Environment, Section 1206.4, Allowable Interior Noise Levels, which requires interior noise levels attributable to exterior sources to not exceed 45 dB in any habitable room. Further, as discussed under Contamination and Toxic Substances, the Project would not expose future residents and the surrounding community to hazardous materials. The Project would not expose residents to adverse environmental hazards from aboveground storage tanks. Because the Proposed Project would not result in substantial adverse environmental effects, it would not have the potential to result in disproportionately high adverse effects on minority or low-income populations. As such, the Proposed Project would not result in any environmental justice concerns.</p>
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Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 & 1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor adverse impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	(2) No impact anticipated	<p>Conformance with Plans</p> <p>The Project Site is located within the Norwalk Entertainment District – Civic Center Specific Plan area, which is designated as mixed use in the City of Norwalk General Plan Land Use Element. The Project Site is located within the City Center Area Plan which has objectives to establish City Center as a strong subregional center and concentrate efforts towards its economic and physical development; provide for infrastructure improvements needed to support the physical development of City Center; provide for efficient and diverse modes of transportation to support City Center; and provide for a balance of commercial, retail, and related supportive uses within City Center. The Proposed Project would support the City Center Area Plan and include connections to existing utilities infrastructure, and is located at a site that is served by existing transit. The Proposed Project would encourage and support current and future transit use and other alternative forms of transportation while providing sufficient parking to meet the evolving needs of the City’s existing and future entertainment/civic uses. Additionally, the Proposed Project would support pedestrian circulation throughout the development to promote interactive use of the commercial and publicly accessible open space facilities.</p> <p>The Proposed Project would also be consistent with the goals of the General Plan’s Land Use Element to create a well-balanced community by careful land use and urban design policies which provide for the housing, employment, social, economic, recreational, cultural health, safety,</p>

	<p>educational, and service needs of its residents and which maintains and enhance a high quality of life, and to achieve a physical environment which respects and nurtures the unique characteristics which distinguish Norwalk as a special place to live, work, and grow, as well as to invest resources, and conduct business. The Proposed Project includes housing for the special needs homeless veteran population. The Proposed Project would create a sense of place and active publicly accessible open space that invite residents, guests, and visitors to gather and create community. ‘</p> <p>The Proposed Project would also be consistent with the various goals and policies of the Housing Element of the General Plan by providing affordable housing to a target population that includes special needs homeless veterans. In particular, the Proposed Project would meet the following Housing Element goals: provide a variety of rental and homeownership housing opportunities for all income groups of the City, and achieve an assisted housing supply that provides a full range of affordable ownership and rental housing opportunities.</p> <p>Land Use and Zoning</p> <p>The Ordinances for Specific Plan and Development Agreement were approved by the Norwalk City Council and were effective on November 18, 2022. Under the Specific Plan, the Project Site is classified as SPA-16 (Norwalk Entertainment District – Civic Center) by the Norwalk Zoning Code (Section 17.09), which indicates that the Project Site is located within the Norwalk Entertainment District – Civic Center Specific Plan area, as described above. The purpose of the Norwalk Entertainment District – Civic Center is to advance the City’s goals for the Entertainment District and Civic Center area as an economic node and priority opportunity site through vibrant community-focused design, consistent with the goals outlined in the City’s General Plan, City Center Area Plan, and Economic Development Opportunities Plan. The Project Site is located within the Planning Area 2 of the specific plan area. This location is the anchor to the specific plan area, has access to alternative transportation options and sidewalks, and is located near civic uses (City Hall, library, Superior Court), entertainment, and retail and food establishments. Planning Area 2 allows 350 residential units and 110,000 square feet of commercial development. The Proposed Project would include 56 units. The minimum unit size in Planning Area 2 is 550 square feet, and 15 percent of all units constructed are required to be affordable units. All units constructed as part of the Proposed Project, with the exception of the building manager’s unit, would be affordable. Setbacks abutting right of ways vary from a minimum of 5 feet to a maximum of 20 feet, and the building must be set back 50 feet from City Hall. The proposed mixed-use building would abide by these setbacks. The building height in Planning Area 2 must range from 3 stories to 7 stories; the Proposed Project would be 6 stories. Finally, development standards for Planning Area 2 include open space minimums, which the Proposed Project would be consistent with.</p> <p>Scale and Urban Design</p>
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		<p>As previously stated, the Proposed Project would construct a new six-story, 56-unit housing building on the southeast corner of Imperial Highway and Norwalk Boulevard in the City of Norwalk’s Norwalk Entertainment District – Civic Center Specific Plan area on an existing surface parking lot.</p> <p>The architectural massing for the proposed building would complement the scale of the neighborhood. The building would be similar in scale to the nearby one- and two-story buildings like City Hall and the Library. Further, no change would occur to the Norwalk City Hall building and the Proposed Project would be setback approximately 50 feet away from City Hall.</p> <p>The Project would be consistent with the design standards of the Norwalk Entertainment District – Civic Center Specific Plan for ground floor activation, open space, and building character and form that draws inspiration from the façade of surrounding buildings. As such, the Project would not alter the Project Site’s appearance in a way that would result in an intrusion of design elements that are out of character or scale with the existing physical environment. Therefore, the Project would not result in an impact related to scale and urban design.</p> <p>References</p> <p>City of Norwalk. Community Development Department. Norwalk Entertainment District – Civic Center Specific Plan Project. Accessed March 2, 2023. https://www.norwalk.org/city-hall/departments/community-development/planning/norwalk-entertainment-district.</p> <p>City of Norwalk. Draft Environmental Impact Report Norwalk Entertainment District – Civic Center Specific Plan Project (SCH No. 2022020128). July 2022. Section 5.10, Land Use and Planning.</p>
<p>Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff</p>	<p>(2) No impact anticipated</p>	<p>Soil Suitability</p> <p>According to HUD Guidance, soil suitability is the physical capacity of a soil to support a particular land use. To be suitable for a building, for example, the soil must be capable of adequately supporting its foundation without settling or cracking. Soil depth is an important factor and must be adequate for the excavation of subterranean levels, sewers, and underground utility trenches. Surface soils need to be capable of supporting plantings. How well a soil is able to support development is a function of several factors including its composition, texture, density, moisture content, depth, drainage, and slope. Surface and bedrock geological conditions also affect site suitability for development.</p> <p>According to the preliminary geotechnical report prepared for the Norwalk Entertainment District – Civic Center Specific Plan Project, the specific plan area, which includes the Project Site, contains up to approximately 7.5 feet of previously placed undocumented artificial fill over Quaternary Alluvial deposits. Older artificial fill soils encountered were silty sands to sandy silts. Alluvial deposits, where encountered, are primarily medium dense to very dense sands with varying amounts of</p>

	<p>fine-grained soils to medium stiff to very stiff sandy clays and silts, to the maximum explored depth of approximately 50 feet below existing grade. Soil borings drilled to a depth of 75 feet within the specific plan area (soil borings were conducted in April 2022) did not encounter groundwater; however, historic high groundwater is estimated to be about 10 feet or greater below existing grade. Additionally, the Project Site is within an area designated as susceptible to liquefaction. However, liquefaction is dependent, in part, on the groundwater table since it requires saturated soil. Susceptibility to liquefaction is considered low when depth to groundwater is greater than 50 feet. The Project Site is flat and is currently characterized by an existing surface parking lot for City Hall with ornamental trees, a walking path, and decorative landscaping consisting of a sign and fountain. Additionally, the Proposed Project would not require subterranean parking. As such, the Project Site would not require extensive grading or landform transformation to accommodate the Proposed Project, and the Project Site would not significantly affect or be affected by slope conditions.</p> <p>Title 24, Parts 1 through 12 of the California Code of Regulations, which includes the 2019 California Building Standards Code (CBSC), was adopted by reference into the City’s Municipal Code, as described in Chapter 15.04. Specifically, the 2019 CBSC requires that geotechnical investigations include recommendations for foundation type and design criteria, including, but not limited to, bearing capacity of natural or compacted soil; provisions to mitigate the effects of expansive soils; mitigation of the effects of liquefaction, differential settlement, and varying soil strength; and the effects of adjacent loads. In addition, the CBSC includes common engineering practices requiring special design and construction methods that reduce or eliminate potential soil-related impacts, including drainage-related requirements to control surface drainage and reduce seasonal fluctuations in soil moisture content. Additionally, the preliminary geotechnical report prepared for the Norwalk Entertainment District – Civic Center Specific Plan Project as part of the building and construction permit includes site and foundation design recommendations and best practices, which are designed to reduce seismic risks related to geotechnical hazards such as fault rupture, earthquake-induced landslides, liquefaction to an “acceptable level” and to provide a reasonable protection against the potential damaging effects of geotechnical phenomena such as expansive soils, soil settlement, groundwater seepage. Therefore, compliance with CBSC regulations and recommendations in the geotechnical report prepared for the Norwalk Entertainment District – Civic Center Specific Plan Project as part of the building and construction permit, including the Proposed Project, would result in adequate design and construction of building foundations to resist soil movement and/or other instability, and no adverse effects associated with soil suitability would occur.</p>
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	<p>Slope</p> <p>The Project Site does not contain any naturally occurring landforms or steep slopes. The Project would not involve alteration of hillsides or steep vegetated slopes and would, therefore, not substantially change the visual character of the site or alter any native plant communities. No further compliance steps are required.</p> <p>Erosion, Drainage, and Stormwater Runoff</p> <p>Erosion, transport, and sedimentation are the processes by which the land surface is worn away (by the action of wind and water), moved, and deposited in another location. In urbanized areas, erosion can cause structural damage in buildings by undermining foundation support. It can pollute surface waters with sediment and increase the possibility of flooding by filling river or stream channels and urban storm drains.</p> <p>During demolition, site preparation, and construction, uncovered soil could lead to wind-driven dust or stormwater erosion of topsoil on the Project Site. These issues would be addressed through development and implementation of a Stormwater Pollution Prevention Plan (SWPPP), required by General Construction Permit, Order No. 2012-0006-DWQ. The SWPPP would specify best management practices for temporary erosion controls, reduce the potential for erosion during construction period activities, and include an erosion control plan that prescribes measures such as phasing grading, limiting areas of disturbance, designating restricted-entry zones, diverting runoff from disturbed areas, protective measures for sensitive areas, outlet protection, and provisions for revegetation or mulching.</p> <p>Once demolition and construction are completed, the Project Site would be covered by impervious surfaces or by maintained landscaping, thus eliminating potential sources of substantial erosion. Stormwater would be conveyed through an on-site storm drain system to the Los Angeles County Flood Control District reinforced concrete drainpipe that runs beneath the Project Site. Additionally, the Proposed Project would be required to implement low impact development per requirements in the MS4 permit and Low Impact Development Standards Manual. Therefore, with compliance with local and state regulations relating to erosion and stormwater control, no adverse effects associated with Project-related erosion, sedimentation, and stormwater impacts occur.</p> <p>References:</p> <p>City of Norwalk. Norwalk Entertainment District - Civic Center Specific Plan Project Draft Environmental Impact Report (SCH No. 2022020128). July 2022. Section 5.6, Geology and Soils.</p> <p>LGC Geotechnical, Inc. 2022. Preliminary Geotechnical Subsurface Evaluation and Recommendations, Proposed Mixed-Use Development,</p>
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		<p>Southeast Corner of Imperial Highway and Norwalk Boulevard, Norwalk, California.</p>
<p>Hazards and Nuisances including Site Safety and Noise</p>	<p>(3) Minor Adverse Impact – May require mitigation</p>	<p>Hazards and Site Safety</p> <p>The Project Site is located in an urbanized area and is not in the vicinity of most potential natural hazards, including hazardous terrain, volcanoes, steep slopes/landslide areas, and fire-prone areas. The Project Site does not include any known poisonous plants, animals, or insects, nor is it located in an area susceptible to wind or sandstorms. The Project Site is located within an area of minimal flood hazard, as discussed in the Floodplain Management section above.</p> <p>Under the Alquist-Priolo Earthquake Fault Zone Act, the California State Geologist identifies areas in the state that are at risk from surface fault rupture. The main purpose of the act is to prevent construction of buildings used for human occupancy where traces of active faults are evident on the earth’s surface. Active faults are those that have moved at least once in the last 11,000 years and are considered capable of generating earthquakes in the future. These zones are known as Alquist-Priolo Earthquake Fault Zones. Impacts resulting from fault rupture generally occur within the immediate vicinity overlying the fault. The zones vary in width, but average about one-quarter mile across.</p> <p>According to the preliminary geotechnical report prepared for the Norwalk Entertainment District – Civic Center Specific Plan Project, the specific plan area, which includes the Project Site, is not located within an Alquist-Priolo Earthquake Fault Act Zone, and no active faults cross the site. In the immediate area, the Whittier fault is approximately 5 miles northeast of the City; the Avalon-Compton Fault is approximately 10 miles southwest of the City; and the Newport-Inglewood-Rose Canyon Fault Zone fault is approximately 9.3 miles southwest of the City.</p> <p>While the Project Site is within an area designated as susceptible to liquefaction, the Proposed Project would be designed in accordance with the 2019 CBSC, which requires mitigation of the effects of liquefaction. The 2019 CBSC addresses structural seismic safety and includes design criteria for seismic loading and other geologic hazards, including design criteria for geologically induced loading that governs sizing of structural members and provides calculation methods to assist in the design process. These seismic building criteria and standards are designed to reduce ground-shaking risks to acceptable levels by preparing structures to accommodate moderate earthquake-related ground movement. The CBSC includes provisions for buildings to structurally survive an earthquake without collapsing and includes measures such as anchoring to the foundation and structural frame design.</p> <p>As part of the building and construction permit, the Proposed Project would implement the site and foundation design recommendations and best practices included in the preliminary geotechnical report prepared Norwalk</p>

Entertainment District – Civic Center Specific Plan Project, which are designed to reduce seismic risks related to geotechnical hazards such as fault rupture, earthquake-induced landslides, liquefaction to an “acceptable level” and to provide a reasonable protection against the potential damaging effects of geotechnical phenomena such as expansive soils, soil settlement, groundwater seepage.

Additionally, FEMA’s National Risk Index is an online tool used to illustrate the United States communities most at risk for 18 natural hazards: avalanche, coastal flooding, severe cold, drought, earthquake, hail, heat wave, hurricane, ice storm, landslide, lightning, riverine flooding, strong wind, tornado, tsunami, volcanic activity, wildfire, and winter weather. Per the National Risk Index, the census tract including the Project Site (06037552301) has a “relatively moderate” summary risk index of 20.78/100, which is lower than the California average (22.57) and the national average (16.91). The majority of the risk is informed by a high risk score for earthquake hazards, with the remaining 17 natural hazards having very low risk scores (i.e., the Project Site is not at high risk for these hazards). Earthquake hazards are addressed above.

Nuisances

The Project Site is currently developed with the City Hall surface parking lot, ornamental trees and shrubs, and parking signage and lighting, which do not display any evidence of nuisances, such as gas, smoke, or fumes; odors; vibration; glare from adjacent industrial or commercial uses; vacant buildings; unsightly land uses; front lawn parking; abandoned vehicles; or vermin infestation from the uses surrounding the Project Site.

Noise

The Project itself would not be a noise-generating facility, such as an industrial land use. Noise generated by operation of the Project would be typical of other multifamily residential land uses in the Project vicinity. There are no design characteristics of the Project that would generate substantial noise levels that would be out of character for the area, such as amplified noise or large trucks.

Construction of the proposed mixed-use building would involve heavy equipment, worker trips, and haul trips. While such activities would generate construction-related noise, the Project would be within a fully urbanized area, characterized by commercial development, Norwalk City Hall, the City Hall Lawn, and parking, as well as road noise generated by Norwalk Boulevard and Imperial Highway. However, based on the project analyzed in the Draft EIR for the Norwalk Entertainment District – Civic Center Specific Plan Project, construction noise would exceed 80 dBA Leq at the nearest noise-sensitive receptors to the east (Norwalk Library) and residences to the west during pile driving only. Therefore, **Mitigation Measure NOI-1**, described below, would minimize noise from pile-driving. Additionally, pile driving is temporary and would cease upon construction; therefore, the Proposed Project would not generate continuous noise.

Mitigation Measure:**NOI-1:**

The Applicant will implement the following measures during pile driving:

- With approval of the project structural engineer, pile holes shall be predrilled to minimize the number of pile hammer blows necessary to seat the pile, where feasible.
- Alternatives to impact hammers, such as oscillating or rotating pile installation systems, shall be used where feasible.
- Pile drivers with the best available noise control technology, such as shrouding, shall be used. Pile driving noise control may be achieved by shrouding the pile hammer point of impact, placing resilient padding directly on top of the pile cap, and/or by reducing exhaust noise with a sound-absorbing muffler. The shrouding of pile-driving equipment would attenuate pile-driving noise levels by 10 dBA (FHWA 2016), resulting in mitigated construction noise levels of 77 dBA Leq or less.

The Project would generate on-site noise through Project operation from sources such as vehicles, mechanical equipment, and outdoor spaces. According to the operational noise analysis prepared for the project analyzed in the Draft EIR for the Norwalk Entertainment District – Civic Center Specific Plan Project, a substantial increase would occur from traffic in the existing noise environment by: a) 1.5 dBA or more for ambient noise environments of 65 dBA CNEL and higher; b) 3 dBA or more for ambient noise environments of 60-64 dBA CNEL and higher; or c) 5 dBA or more for ambient noise environments of less than 60 dBA CNEL. Traffic noise level increases along the majority of study area roadway segments were calculated to be, at most, about 0.1 dBA higher than existing conditions as a result of Project-generated traffic. Therefore, the operational noise analysis determined that the project analyzed in the Draft EIR for the Norwalk Entertainment District – Civic Center Specific Plan Project would not have a substantial adverse effect on noise levels along these area roadway segments. As the Proposed Project would be substantially smaller than the project analyzed in the EIR, the Proposed Project would also not have a substantial adverse effect on noise levels along these area roadway segments.

The Project would also have noise-generating HVAC units and loading docks. However, according to the operational noise analysis prepared for the project analyzed in the Draft EIR for the Norwalk Entertainment District – Civic Center Specific Plan Project, the HVAC units and loading docks would not generate a permanent increase in ambient noise levels in excess of established standards at the nearest sensitive receptors to the Project Site (residences and Norwalk Library to the northeast).

Additionally, the Proposed Project would provide outdoor spaces. According to the operational noise analysis prepared for the project analyzed in the Draft EIR for the Norwalk Entertainment District – Civic Center Specific Plan Project, the primary noise source associated with the

		<p>residential common open spaces would be conversational noise from people talking. A typical conversation between two people at a distance of three feet is 60 dBA. People would be spaced throughout the common spaces, and the conceptual building configuration would provide substantial acoustical shielding to the nearest off-site receptors (Norwalk Library and residences). Therefore, the operational noise from activated outdoor uses would not result in a permanent increase in ambient noise levels in the vicinity of the proposed project in excess of established standards.</p> <p>References:</p> <p>California Department of Conservation. EQ Zapp: California Earthquake Hazards Zone Application. Accessed February 25, 2023. https://www.conservation.ca.gov/cgs/geohazards/eq-zapp.</p> <p>City of Norwalk. Draft Environmental Impact Report Norwalk Entertainment District – Civic Center Specific Plan Project (SCH No. 2022020128). July 2022. Section 5.11, Noise.</p> <p>Federal Emergency Management Agency. National Risk Index Census Tract 06037552301. Generated March 2, 2023.</p> <p>LGC Geotechnical, Inc. 2022. Preliminary Geotechnical Subsurface Evaluation and Recommendations. Proposed Mixed-Use Development, Southeast Corner of Imperial Highway and Norwalk Boulevard, Norwalk, California.</p>
<p>Energy Consumption</p>	<p>(2) No impact anticipated</p>	<p>Energy Consumption</p> <p>Because the Project would result in the construction of 56 affordable residential units on a site that is predominantly undeveloped, the Project is expected to result in an increase in energy consumption as compared with existing conditions. However, the Project would be required to comply with the applicable Building Energy Efficiency Standards and 2022 California Green Building Standards Code (CALGreen, Title 24, Part 11). In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 Title 24 standards contain updated energy and water efficiency requirements (and indoor air quality requirements) for newly constructed buildings, additions to existing building, and alterations to existing buildings. Energy efficiency improvements included as part of the 2022 Title 24 standards include required photovoltaic panels on low-rise residential buildings, as well as energy efficiency improvements for attics, walls, water heating, and lighting. Because of the mandatory energy efficiency design standards in the CALGreen building code, the Proposed Project’s energy consumption would be lower on a per capita basis than the City’s average household energy consumption. Additionally, the Project would incorporate sustainable practices that conserve energy and water resources, reduce</p>

waste, and reduce the effects of urban heat gain, including the incorporation of solar panels on the rooftop of the mixed-use building.

The Project Site is located in a fully urbanized area with a variety of commercial uses and services within walking distance. Such amenities include restaurants and retail uses along Imperial Highway, to the northeast and northwest of the Project Site. The Project Site is also surrounded by a number of religious uses and is in close proximity to City services, with City Hall located west of the Project Site, Norwalk Court just beyond City Hall to the south, Norwalk Library to the northeast of the Project Site, and Los Angeles County Department of Public Social Services southwest of the Project Site. Additionally, a large retail department store (Target) is just directly diagonal from the Project Site, at the northwest corner of Imperial Highway and Norwalk Boulevard. Other uses commonly found in dense urban environments, such as banks, convenience stores, barber shops, nail salons, and entertainment venues (e.g., a movie theater is located directly south of the Project Site at the intersection of Norwalk Boulevard and Civic Center Drive), are located within one-half-mile of the Project Site.

Further, the Project Site is situated less than one mile east of the Norwalk/Santa Fe Springs Metrolink Station, a Norwalk Transit bus stop (Route 4) along Imperial Highway along the northern boundary of City Hall Lawn, and a Norwalk Transit bus stop (Route 1) along Norwalk Boulevard directly west of City Hall Lawn. While the Project would provide on-site parking, the location of the Project Site would promote walking and transit usage, thus resulting in less energy consumption than a similar development in an auto-dependent, rural area. Additionally, the Project would provide bicycle parking options.

Therefore, compliance with required local and state energy efficiency and design review requirements, as well as the close proximity of the Project Site to amenities, services, and transit service, would ensure that the Proposed Project would not result in a significant source of energy consumption.

Energy Utilities and Greenhouse Gas (GHG) Emissions

Electricity service is provided to the Project Site by Southern California Edison (SCE), whose existing portfolio of resources in 2020 included renewable energy (30.9 percent), large hydroelectric (3.3 percent), natural gas (15.2 percent), nuclear (8.4 percent), and unspecified power sources (42.3 percent). Electrical service for the Proposed Project would be provided through connections to existing off-site electrical lines and new on-site infrastructure. Implementation of the project analyzed in the Draft EIR for the Norwalk Entertainment District – Civic Center Specific Plan Project would result in a net increase in electricity use of 5,465,794 kilowatt-hours per year, or 5.5 GWh/year, which accounts for less than 1 percent of SCE's total demand. Total electricity consumption in SCE's service area is forecast to decrease by approximately 13,411 GWh between 2018 and 2030. SCE forecasts that it will have sufficient electricity supplies to meet demands in its service area. As the Proposed Project for The Walk Residences is smaller than the project analyzed in

the Draft EIR, the Proposed Project would result in an overall lower total demand for electricity supplies; therefore, the Project would not require expansion of energy facilities.

Natural gas is supplied to the City of Norwalk, including the Project Site, by Southern California Gas Company. The total gas consumption in the Southern California Gas Company service area was approximately 7,406 million therms in 2019, with slightly decreasing demand projected up to the 2030. Implementation of the project analyzed in the Draft EIR for the Norwalk Entertainment District – Civic Center Specific Plan Project would result in a net increase in natural gas demand of 13,720,860 kBTU per year, which accounts for less than 1 percent of Southern California Gas Company’s total demand. The total gas consumption in the SoCalGas service area was approximately 7,406 million therms (or 740,600 billion BTUs) in 2019, with slightly decreasing demand projected up to the 2030. As the Proposed Project for The Walk Residences is smaller than the project analyzed in the Draft EIR, the Proposed Project would result in an overall lower total demand for natural supplies; therefore, the Project would not require expansion of natural gas facilities.

The current primary contributor of GHG emissions at and surrounding the Project Site is internal combustion from vehicles at the major highways, Imperial Highway and Norwalk Boulevard, and those traveling to City Hall; and GHG emissions from any internal combustion from landscape maintenance equipment. Due to the EPA’s increasing vehicle efficiency standards, it is assumed that long-term transportation fuel consumption from Project operations would steadily decline over time. Therefore, GHG emissions associated with operation of the Project are not anticipated to be significant due to existing federal vehicle emissions regulations and the relatively small size of the Project in comparison to the region and state as a whole. Air quality impacts associated with energy consumption are discussed further in the Clean Air section of this Environmental Assessment.

Climate Change

Per Executive Order 14008, and HUD’s guidance to demonstrate that projects are resilient to climate change, the following analysis demonstrates Project consistency with the California Air Resources Board’s (CARB) 2017 Scoping Plan, Southern California Association of Government’s (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the City of Norwalk’s Energy Action Plan. CARB’s 2017 Scoping Plan is California’s GHG reduction strategy to achieve the state’s GHG emissions reduction target to reduce GHG emissions to 40 percent below 1990 emission levels by year 2030. Buildout of the Proposed Project is required to adhere to the programs and regulations identified by the Scoping Plan and implemented by state, regional, and local agencies to achieve the statewide GHG reduction goals, such as achieving the 2019 Building and Energy Efficiency Standards for new construction. SCAG’s 2020-2045 RTP/SCS includes strategies to plan for the Southern California region to grow in more compact communities in transit priority areas and priority growth areas; provide neighborhoods with efficient and

plentiful public transit; establish abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the region's remaining natural lands and farmlands. The Proposed Project would be consistent with the goals of the 2020-2045 RTP/SCS, which focuses on transit, transportation, and mobility and protection of the environment and health of residents. The Proposed Project would construct multifamily residential near civic facilities (including City Hall) and commercial and entertainment opportunities that would serve the Proposed Project's population and the existing local population. This would contribute to reducing the VMT between residential, commercial, and service needs. Additionally, the Project Site is served by existing transit and would include bicycle parking facilities. The City of Norwalk's Energy Action Plan establishes target energy reduction goals for existing municipal energy of 25 percent by 2025; the Proposed Project would not change municipal energy usage and would provide new mixed-use buildings that would meet the current Building Energy Efficiency Standards. Additionally, the Proposed Project would include development standards and guidelines that promote energy efficiency and water efficiency, electric-vehicle capable charging spaces, and installation of solar panels on the building rooftops. Therefore, the Proposed Project would be consistent with climate resilience plans.

Further, as discussed under Hazards and Nuisances including Site Safety and Noise, FEMA's National Risk Index is an online tool used to illustrate the United States communities most at risk for 18 natural hazards, many of which can be exacerbated by climate change: avalanche, coastal flooding, severe cold, drought, earthquake, hail, heat wave, hurricane, ice storm, landslide, lightning, riverine flooding, strong wind, tornado, tsunami, volcanic activity, wildfire, and winter weather. Per the National Risk Index, the census tract including the Project Site (06037552301) has a "relatively moderate" summary risk index of 20.78/100, which is lower than the California average (22.57) and the national average (16.91). The majority of the risk is informed by a high risk score for earthquake hazards, with the remaining 17 natural hazards having very low risk scores (i.e., the Project Site is not at high risk for these hazards). Earthquake hazards are not exacerbated by climate change. Therefore, the Proposed Project would not increase the risk of natural hazards at the Project Site related to climate change.

The number and intensity of extreme heat events can be exacerbated by climate change. However, through Project design features (e.g., high efficiency HVAC units, open-air walkways, availability of an on-site manager), Project residents would have access to cool indoor temperatures, good ventilation, and assistance with air conditioning maintenance issues, should an extreme heat event occur.

As such, while climate change generally may result in increasingly frequent or more severe natural hazards in the future, the Project itself would not exacerbate these hazards or place residents at abnormally high risk. Rather, by providing high-quality affordable housing, community services, and supportive services, the Project would provide some protection from the impacts of climate change (e.g., drought, extreme

		<p>heat, and storm events) for future at-risk residents that may not currently receive such services.</p> <p>References: Federal Emergency Management Agency. National Risk Index Census tract 06037552301. Generated March 2, 2023.</p> <p>City of Norwalk. Draft Environmental Impact Report Norwalk Entertainment District – Civic Center Specific Plan Project (SCH No. 2022020128). July 2022. Section 5.5, Energy.</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	(2) No impact anticipated	<p>The Proposed Project would involve construction of 56 affordable housing units, including one market-rate manager’s unit. Other Project activities include construction of amenities and landscaping. A minor increase in construction-related employment opportunities would occur as a result of construction phases of the Project, which are anticipated to be filled by the existing local and regional workforce. However, the Project’s influence on employment and income patterns during construction is anticipated to be temporary and negligible. The Proposed Project would also include one on-site manager, which is consistent with the Norwalk Entertainment District – Civic Center Specific Plan Project. Therefore, the Project’s influence on employment and income patterns is anticipated to be minimal.</p> <p>References: City of Norwalk. Norwalk Entertainment District - Civic Center Specific Plan Project Draft Environmental Impact Report (State Clearinghouse No. 2022020128). July 2022. Table 5.12-8.</p>
Demographic Character Changes, Displacement	(2) No impact anticipated	<p>Demographic Character Changes</p> <p>The Project would involve construction of 56 affordable housing units, including one manager’s unit. The Project Site is currently developed with the City Hall surface parking lot, ornamental trees and shrubs, and parking signage and lighting. As such, no existing residential units would be removed as part of the Proposed Project and the Project would provide more housing opportunities for a target population of special needs homeless veterans.</p> <p>There are no design features as part of the Proposed Project that would isolate a particular neighborhood or population, making access to local services, facilities, and institutions or other parts of the City more difficult. Rather, the Project would be located near community resources, such as government offices/buildings, the library, commercial</p>

		<p>and retail uses, and transit opportunities, which reduce physical barriers and population isolation.</p> <p>Because of the diversity of land uses in the area, the Project would not create a significant concentration of low-income or disadvantaged people in violation of HUD site and neighborhood standards and HUD Environmental Justice policies.</p> <p>Displacement</p> <p>The Project Site is currently developed with the City Hall surface parking lot. As such, the Project would not result in the removal of any permanent housing units. Rather, the Project would construct 56 affordable units, including one manager’s unit. Therefore, the Project would not result in displacement of any residents. No Project impacts are anticipated, and no mitigation is necessary.</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	(2) No impact anticipated	<p>The Project would provide 56 units of affordable housing for a target population of special needs homeless veterans. Therefore, it is anticipated that there would be no school-aged children residing on the Project Site.</p> <p>However, the Project Site is served by the Norwalk-La Mirada Unified School District. Based on the Draft EIR for the Norwalk Entertainment District – Civic Center Specific Plan Project, the schools that would serve the Project Site, Moffitt Elementary School, Waite Middle School, and John Glenn High School, would have the available capacity to accommodate any potential students generated by the Proposed Project.</p> <p>Further, the Project would provide on-site amenities for its residents, such as a community room and outdoor spaces. Such assets would reduce the demand on cultural facilities and recreation spaces provided by the City in nearby areas. Therefore, no project impacts are anticipated, and no mitigation is necessary.</p> <p>References:</p> <p>City of Norwalk. Norwalk Entertainment District - Civic Center Specific Plan Project Draft Environmental Impact Report (SCH No. 2022020128). July 2022.</p>
Commercial Facilities	(2) No impact anticipated	<p>A wide range of retail and commercial services with a variety of price ranges exists within a one-half-mile radius of the Project Site, including restaurants and retail uses along Imperial Highway, to the northeast and northwest of the Project Site. The Project Site is also surrounded by a number of religious uses and is in close proximity to City services, with City Hall located west of the Project Site, Norwalk Court just beyond</p>

		<p>City Hall to the south, Norwalk Library directly northeast of the Project Site, and Los Angeles County Department of Public Social Services southwest of the Project Site. Additionally, a large retail department store (Target) is diagonal from the Project Site, at the northwest corner of Imperial Highway and Norwalk Boulevard. Other uses commonly found in dense urban environments, such as banks, convenience stores, barber shops, nail salons, and entertainment venues (e.g., a movie theater is located south of the Project Site at the intersection Norwalk Boulevard and Civic Center Drive), are located within one-half-mile of the Project Site.</p> <p>Further, the Project Site is situated less than one mile east of the Norwalk/Santa Fe Springs Metrolink Station, a Norwalk Transit bus stop (Route 4) along Imperial Highway along the northern boundary of the City Hall Lawn, and a Norwalk Transit bus stop (Route 1) along Norwalk Boulevard west of the Project Site. Therefore, existing commercial facilities serving the Project Site are adequate and accessible, and no adverse Project-related impacts would occur.</p> <p>References:</p> <p>Norwalk Transit. myStop. Accessed February 17, 2023. https://nts.rideralerts.com/InfoPoint/.</p> <p>Google Earth, Map data 2023.</p>
<p>Health Care and Social Services</p>	<p>(2) No impact anticipated</p>	<p>Health Care</p> <p>There are multiple medical facilities in the Project vicinity, which could be accessed by the Proposed Project’s occupants. Specifically, Norwalk Community Hospital, located approximately 0.6 miles southeast of the Project Site, is a full-service hospital including inpatient and outpatient services, as well as an emergency room. Additionally, numerous health clinics are within 1 mile of the Project Site, including an urgent care clinic on Bloomfield Avenue, approximately 0.5 miles northeast.</p> <p>Further, Los Angeles County Fire Station 20, located at 12110 E. Adoree Street approximately 0.25 miles southwest of the Project Site, provides fire protection and emergency response services to the Project Site. Therefore, adequate health care services, including emergency medical services, are available to serve the Project, and the Project would not result in adverse impacts related to healthcare services.</p> <p>Social Services</p> <p>The Proposed Project would construct 56 units of affordable housing, including one manager’s unit, thus increasing the demand for social services in the City of Norwalk. The Project is designed to foster a sense of community among the residents while also integrating into the surrounding neighborhood. To bring residents together, centrally-located community areas would house the manager’s office and the site amenities for social and supportive services. Upon completion of lease-</p>

		<p>up, the service provider would coordinate with tenants to determine the appropriate implementation of social services.</p> <p>Additionally, the Los Angeles County Department of Public Social Services, which has an office southwest of the Project Site, provides state and federally mandated benefits and services to low-income residents of Norwalk and all of Los Angeles County. Funding received from state and federal sources is designated to support the implementation of a variety of programs, including CalWORKs Cal-Learn, CalFresh, Medi-Cal, and GROW. In addition, the Norwalk Social Services Center, located approximately 2 miles south of the Project Site at 11929 Alondra Boulevard, offers a wide range of emergency and support services to residents in crisis situations. Therefore, adequate social services would be available to residents of the Project Site. As such, there would not be a need to construct or expand existing social services networks or facilities to serve the Proposed Project.</p> <p>References:</p> <p>Los Angeles County Department of Public Social Services. Accessed February 17, 2023. http://dpss.lacounty.gov/.</p> <p>City of Norwalk Social Services Department. Accessed February 17, 2023. https://www.norwalk.org/city-hall/departments/social-services.</p> <p>Google Earth. Map Data 2023.</p> <p>Los Angeles County Services Locator. Accessed February 17, 2023. https://locator.lacounty.gov/.</p>
<p>Solid Waste Disposal / Recycling</p>	<p>(2) No impact anticipated</p>	<p>Solid waste in the City of Norwalk is collected by a waste collection and recycling company, Athens Services. The City also has a waste management program, which includes the curbside collection of recyclables and also offers a hazardous waste and green waste collection program. The City also provides dedicated containers to single-family homes and multifamily complexes to collect landscaping waste, food scraps, and fiber-base food-soiled paper.</p> <p>Approximately 80 percent of the City’s waste is disposed of at four landfills, including the Mid-Valley Sanitary Landfill in Rialto, San Timoteo Sanitary Landfill in Redlands, Frank R. Bowerman Sanitary Landfill in Irvine, and Savage Canyon Landfill in Whittier. The four landfills have a remaining disposal capacity of approximately 288.1 million tons and a residual daily throughput of 12,130 tons per day.</p> <p>The solid waste generated by the Proposed Project would be typical of the types of wastes generated by multifamily residential land uses throughout the City. Nothing inherent in the Project description or in the type or intensity of land use would indicate that the Project would generate a higher-than-normal level of typical municipal solid waste, or that it would generate any unique or hazardous types of wastes requiring unusual disposal methods.</p> <p>Therefore, given that there is existing landfill capacity, and that the City of Norwalk administers recycling, green waste, and household</p>

		<p>hazardous waste disposal programs, the Project would not result in adverse impacts related to solid waste or recycling.</p> <p>References:</p> <p>City of Norwalk. Draft Environmental Impact Report Norwalk Entertainment District – Civic Center Specific Plan Project (SCH No. 2022020128). July 2022. Section 5.17, Utilities and Service System.</p>
Waste Water / Sanitary Sewers	(2) No impact anticipated	<p>For wastewater services, the City of Norwalk owns, operates, and maintains a sanitary sewer collection system, including approximately 164 miles of City sewers. Wastewater discharged into the City’s sewer system is then conveyed to trunk sewers owned by the Los Angeles County Sanitation District and treated at the Los Coyotes Water Reclamation Plant. The Los Coyotes Water Reclamation Plant has a capacity of 37.5 million gallons per day (mgd), currently processes an average flow of 23.1 mgd, and has a residual capacity of 14.4 mgd.</p> <p>The Project Site is located near the Los Angeles County Sanitation District’s North Norwalk Trunk Sewer in Norwalk Boulevard. The 15-inch-diameter trunk sewer has a capacity of 1.8 mgd. The Project would require construction of new on-site sewer lines that would be connected to the North Norwalk Trunk Sewer. The Project, with 56 residential units, would generate approximately 8,736 gpd of wastewater.¹ The Project’s increase in wastewater generation, as compared with existing conditions, would be a small fraction of the existing Los Coyotes Water Reclamation Plant capacity. Further, the City of Norwalk continuously manages and expands its sewer system in compliance with the City’s Sewer System Management Plan. The Proposed Project would also comply with Chapter 13.14, Sewer Service Charge, of the Norwalk Municipal Code and Los Angeles County Sanitation District’s connection fee requirements to provide financing for the ongoing maintenance and operation of the sanitary sewer systems, including capital replacement costs. This long-term planning ensures that the City’s sewer system has capacity to meet growth within the service area. Given the treatment capacity of the Los Coyotes Water Reclamation Plant and available connection to the North Norwalk Trunk Sewer, the City’s sewer infrastructure has sufficient capacity to serve the Proposed Project, and no further analysis is necessary.</p> <p>References:</p> <p>City of Norwalk. Draft Environmental Impact Report Norwalk Entertainment District – Civic Center Specific Plan Project (SCH No. 2022020128). July 2022. Section 5.17, Utilities and Service System.</p>
Water Supply	(2) No impact anticipated	<p>Potable water services to the Proposed Project are provided by the Golden State Water Company (GSWC) – Norwalk service area. Specifically, GSWC operates an 8-inch water main in Norwalk Boulevard, which is connected to a 4-inch potable water line that supplies water to City Hall. The water main also supplies water to two</p>

¹ Los Angeles County Sanitation Districts, Will Serve, Table 1: Loadings for Each Class of Land Use, undated. Using the Sanitation Districts’ loading factor of 156 gpd per unit, the residential component would have a wastewater generation of approximately 8,736 gpd (156*56).

		<p>3-inch irrigation lines on the City Hall Lawn and a water line that feeds the fountain in the northwest corner of the City Hall Lawn.</p> <p>GSWC’s 2020 Urban Water Management Plan (UWMP) outlines current water demands, sources, and supply reliability to the City by forecasting water use based on climate, demographics, and land use changes in the City. The 2020 UWMP states that GSWC Norwalk will be able to meet projected demands between 2025 and 2045 during normal years, single dry years, and multiple dry years.</p> <p>Development of the Proposed Project would increase the long-term indoor and outdoor water demand associated with residential consumption. Based on the project analyzed in the Draft EIR for the Norwalk Entertainment District – Civic Center Specific Plan Project, the net increase in water demand is 98,891 gallons per day, or 111 acre-feet year, for up to 350 multifamily residential uses, up to 110,000 square feet of commercial uses, and up to 128,700 square feet of open space and landscaped areas that may include two pools. The analysis does not take into account water conservation measures, including compliance with the CalGreen building code.</p> <p>In 2020, GSWC supplied 4,261 acre-feet of water to serve its Norwalk area. However, many of the GSWC Norwalk water supplies are available to serve several neighboring GSWC service areas as well. A total of 23,639 acre-feet per year is available for use by GSWC Norwalk and the neighboring GSWC service areas, which is available during normal, single dry, and multiple dry years. Therefore, it is anticipated that the water demand of 111 acre-feet per year for the project analyzed under the Draft EIR can be accommodated. As the Proposed Project is substantially smaller than the project analyzed in the EIR, it is anticipated that the Proposed Project would require less than 111 acre-feet per year, and that the Proposed Project’s water demand could be adequately served by GSWC Norwalk.</p> <p>Therefore, based on water demand and supply projections included within the City’s UWMP, and given that the Project would have adequate water supplies to serve the Proposed Project.</p> <p>References:</p> <p>Placeworks. Water Supply and Demand Analysis for Norwalk Entertainment District - Civic Center Specific Plan Project. June 2022.</p>
<p>Public Safety - Police, Fire and Emergency Medical</p>	<p>(2) No impact anticipated</p>	<p>Police</p> <p>The Los Angeles County Sheriff’s Department (LASD) would serve the Proposed Project. The LASD Norwalk Station, located at 12335 Civic Center Drive, is less than a mile east of the Project Site. It services a population of 220,000 people in approximately 9.8 square miles of Norwalk, 7.8 square miles of La Mirada, and 6.4 square miles of unincorporated Los Angeles County. The Norwalk Station is currently staffed with 165 sworn personnel and 37 professional staff, including 56 patrol cars and two motorcycles. According to the LASD, the Norwalk</p>

Station is understaffed and has a shortage of office and support staff space and new equipment.

LASD sets goals for response times of 10 minutes for emergency calls, 20 minutes for priority calls, and 60 minutes for routine calls. For 2020-2021, the Norwalk Station average response times for emergency, priority, and regular calls were 3.8, 7.9, and 38.3 minutes, respectively.

The Project, being similar in size and scale to surrounding development, would not present any unique features or operational aspects that could reasonably be expected to result in an increased need for police protection services. Further, as stated in the Draft EIR for the Norwalk Entertainment District – Civic Center Specific Plan Project, LASD would conduct additional space planning and feasibility assessments to determine the exact needs resulting from a general land use intensification in the service area, including the proposed project. Additionally, the Proposed Project would generate a new source of property taxes and Measure P sales taxes for the City of Norwalk, which could be used, in part, to fund sheriff protection services. Given the Proposed Project's design features and security measures, its proximity to the Norwalk Sheriff Station, and no identified needs or plans for new or modified police facilities, and the Project's contribution to property taxes, the Proposed Project would not adversely impact police protection services in the City.

Fire

The Los Angeles County Fire Department (LACFD) would provide fire protection and emergency medical services to the Project Site. The LACFD has 176 stations, 251 engine companies, 73 paramedic units, and 34 truck companies that services all unincorporated areas of Los Angeles County as well as 60 cities. Fire Station 20, located at 12110 E. Adoree Street in Norwalk, is the closest to the Project Site, approximately 0.2 miles to the east, and would serve the Project Site. Fire Station 20 includes a four-person engine, a two-person squad car, and a four-person quint. Typical daily staffing at the station consists of two captains, two firefighter specialists, four firefighters, and two firefighter-paramedics.

The LACFD uses national guidelines to set response goals, with a goal of response to all calls within five minutes for the first arriving unit and eight minutes for paramedic response. The current average response time for Fire Station 20 is 5:21 minutes.

The Project Site is located within a fully urbanized area with an urban street network, a fully pressurized water system, and managed landscaping limited to decorative trees, shrubs, and ground cover. Further, the Project Site is not located within or adjacent to a Very High Fire Hazard Severity Zone in a State Responsibility Area as designated by the California Department of Forestry and Fire Protection's Fire and Resource Assessment Program.

According to the Draft EIR for the Norwalk Entertainment District – Civic Center Specific Plan Project, LACFD has confirmed that

		<p>sufficient resources are available to serve the Proposed Project and meet its response time objectives, and has no plans to construct or expand fire stations in the Project area. LACFD’s Land Development Unit would review all building plans for the Proposed Project during the building permit plan check to ensure that there is sufficient access and water system requirements are met, and that the Proposed Project meets all applicable building code requirements—including automatic sprinkler systems, fire extinguishers, and fire alarms. Additionally, compliance with the California Building Code, applicable standards, regulations, and LACFD’s available capacity would ensure that the Proposed Project would be adequately served by existing LACFD facilities. Therefore, the Proposed Project would not adversely impact fire protection services in the City.</p> <p>Emergency Medical Services</p> <p>Refer to the Health Care and Social Services discussion, above.</p> <p>References:</p> <p>California Department of Forestry and Fire Protection. Very High Fire Hazard Severity Zones in State Responsibility Area. Accessed February 24, 2023. https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=4466cfd2b9947bea1d4269997e86553.</p> <p>City of Norwalk. Draft Environmental Impact Report Norwalk Entertainment District – Civic Center Specific Plan Project (SCH No. 2022020128). July 2022. Section 5.13, Public Services.</p>
<p>Parks, Open Space and Recreation</p>	<p>(2) No impact anticipated</p>	<p>The Project Site is located on the existing City Hall surface parking lot. The City Hall Lawn, located directly to the north of the Project Site, is not a designated City park or recreational facility. However, it is an open landscaped area with walking paths that are publicly accessible and used primarily for passive recreational uses. The City Hall Lawn has also been utilized periodically for special events and various regularly scheduled activities, which have attendees ranging from a few hundred to up to 8,000 people (for the City’s largest event, Fourth of July).</p> <p>The Project Site is approximately one mile from the Norwalk Park and Sproul Recreation Center, which has approximately 13 acres, a community center, sports fields, and an aquatics pavilion. These parks are within walking distance of the Project Site and are anticipated to be the primary active recreational facilities used by future residents of the Proposed Project.</p> <p>Additionally, the Project would provide amenities, including approximately 100,00 square feet of open space and 4,000 square feet of amenity space, including a roof deck and podium deck (above the parking garage) with landscaping and seating, an outdoor circulation bridge, lounge, community room, and an additional amenity area that may be a recreation room. These amenities would further offset the demand on area recreation assets that would be generated by the Project.</p>

		<p>Because the Proposed Project would not result in substantial population growth, as discussed previously, and given the proximity of multiple recreation assets to the Project Site, the Project would not warrant construction of additional park space, nor would it result in substantial deterioration of any existing recreation facilities. The provision of residential open space would also be consistent with the Norwalk General Plan’s Open Space Element policies for providing private residential open space and recreational facilities to large scale residential developments.</p> <p>Assuming an average of 3.61 residents per dwelling unit,² the Proposed Project would generate approximately 239 new residents. However, this is a conservative assumption as the Proposed Project would include 32 one-bedroom units, 6 two-bedroom units, and 17 three-bedroom units, and one two-bedroom unit for the building manager. Nonetheless, given the relatively small increase in population associated with the Project, the proposed on-site recreation assets, and the Project’s close proximity to existing recreation assets, the Project would not result in adverse impacts to the existing municipal park system.</p> <p>References:</p> <p>City of Norwalk. Draft Environmental Impact Report Norwalk Entertainment District – Civic Center Specific Plan Project (SCH No. 2022020128). July 2022. Section 5.13, Public Services.</p> <p>U.S. Census Bureau. QuickFacts, Norwalk City, California, Population, Census. April 1, 2020. Accessed February 24, 2023.</p> <p>U.S. Census Bureau. Decennial Census Table H1 Occupancy Stat, Norwalk City, California. Accessed February 24, 2023.</p>
<p>Transportation and Accessibility</p>	<p>(3) Minor Adverse Impact – May require mitigation</p>	<p>The Project would result in minor short-term and long-term impacts to transportation and accessibility. For short-term impacts, Project construction would consist of site preparation, utilities connections, and construction of the Proposed Project. Project-related construction activities (and construction-related traffic) would be coordinated with the City of Norwalk. While construction-related traffic (i.e., trucks and worker vehicles) could temporarily affect traffic flow on the surrounding street network, the impacts would be temporary and would fluctuate in intensity throughout the construction day and vary throughout the overall construction program, with less traffic generated in phases following construction. Because the construction traffic impacts associated with the Proposed Project would be temporary, they would not substantially affect the performance of the vehicular transportation network with respect to level of service standards or other metrics related to congestion and travel delay. However, the Proposed Project would incorporate Mitigation Measure TRA-1 which would require the preparation and implementation of a Construction Management Plan to minimize any impacts related to construction.</p>

² This rate is based on Norwalk’s 2020 population (102,773) and the total number of dwelling units in the city (28,455) from the U.S. Census Bureau.

	<p>Project-related long-term traffic impacts include the impact of resident, visitor, and delivery/service vehicles. As of July 1, 2020, transportation impact assessments prepared in accordance with the California Environmental Quality Act are required to analyze transportation impacts using vehicle miles traveled (VMT) as the primary measure of transportation impact. VMT is generally defined as the amount and the distance of automobile travel associated with a project. The California Governor’s Office of Planning and Research (OPR) published a Technical Advisory that includes recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. The OPR Technical Advisory suggests that lead agencies may screen out VMT impacts using project-specific characteristics, such as project location, transit availability, and provision of affordable housing. Specifically, the OPR Technical Advisory states that affordable housing development in infill locations generally improves jobs-housing match and, in turn, shortens commutes and reduces VMT. Further, the OPR Technical Advisory states that a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less than significant impact on VMT. Specifically, the OPR guidance states that “evidence supports a presumption of less than significant impact for a 100 percent affordable residential development in infill locations.” The Project would involve development of 100 percent affordable residential units (with the exception of one manager’s unit). As such, the residential component of the Proposed Project can be presumed to have a less than significant VMT impact per OPR guidance. Additionally, it is not likely that all residents would own a vehicle while living at the Project Site. Also, the Project’s proximity to commercial uses and transit options would encourage walking and further reduce vehicle trips associated with the Project. Since the Proposed Project would include 100 percent affordable housing units, and because the Project Site is considered an infill location given the surrounding urban land uses, the residential component of the Proposed Project can be presumed to have a less than significant traffic (VMT) impact.³</p> <p>Additionally, a level of service (LOS) analysis was prepared by Gibson Transportation Consulting, Inc. for the Norwalk Entertainment District – Civic Center Specific Plan Project. LOS is defined by a range of grades from A (best) to F (worst). At intersections, LOS “A” represents relatively free flow operating conditions with little or no delay. LOS “F” is characterized by extremely unstable flow conditions, severe congestion, and delays with traffic volumes at or near the intersection’s design capacity. This typically results in long vehicular queues extending from all approaches of an intersection. According to the LOS traffic analysis, 18 of the 20 study intersections would operate at LOS D or better under Existing Conditions and Existing with Project Conditions. The remaining two intersections would operate at LOS E in</p>
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either the morning or afternoon peak hour under both Existing and Existing with Project Conditions. Thus, the addition of Project traffic would not worsen operations at the two study intersections to result in LOS E conditions. Additionally, 17 study intersections under both Future without Project Conditions and Future with Project Conditions would operate at LOS D or better. The remaining three intersections would operate at LOS E in either the morning or afternoon peak hour under both Future without Project Conditions and Future with Project Conditions. Thus, the addition of Project traffic would not worsen operations at the three study intersections to result in LOS E conditions. Importantly, this LOS and trip generation analysis was prepared for the Norwalk Entertainment District – Civic Center Specific Plan Project, which included 350 residential units and up to 110,000 square feet of commercial uses. As such, with the Project’s reduction in residential units to 56, trip generation would be less than the calculated trip generation discussed above. Therefore, the reduction in trip generation means that the 17 surrounding intersections analyzed by the LOS study in the Future with Project conditions would still be below the City’s adopted LOS thresholds following Project implementation.

Regarding public transportation, the Project Site’s location affords multiple alternative transportation options. The Project Site and the surrounding area is served by bus routes operated by Metro and Norwalk Transit along Imperial Highway, Norwalk Boulevard, Bloomfield Avenue, and Civic Center Drive. Additionally, the Metrolink Norwalk/Santa Fe Springs Transportation Center is also located less than one mile east of the Project Site, and the Los Angeles County Metro C (Green) Line Norwalk Station is located approximately 1.7 miles west of the Project Site.

The Proposed Project would be designed to encourage connectivity and public use of the Project Site by providing publicly accessible open space and paths throughout, with the primary access points and potentially improved sidewalks on Norwalk Boulevard and Imperial Highway to better support bicycle connections to the Project Site from the surrounding area. The Proposed Project would also provide bicycling parking facilities as well as pedestrian-friendly uses on the Project Site. These project features would support and encourage an efficient public transportation system, bicycle system, and pedestrian circulation system. Furthermore, the Proposed Project would provide 28 parking spaces for residents.

Therefore, the Project would not result in an adverse impact to transportation and mobility.

Mitigation Measure:

TRA-1: Construction Management Plan

A detailed Construction Management Plan, including haul routes and a staging plan, shall be prepared and submitted to the City of Norwalk, Los Angeles County Fire Departments, and Los Angeles County Sheriff Department for review and approval, prior to commencing construction.

The Construction Management Plan shall formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other development projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation
- Prohibition of construction worker or equipment parking on adjacent streets
- Prohibition of haul truck staging on any streets adjacent to the Project, unless specifically approved as a condition of an approved haul route
- Scheduling of construction related traffic restricted to off-peak hours and in consideration of any other traffic-causing events or overlapping nearby construction activities, to the extent feasible.
- Containment of construction activity within the Project Site boundaries except where access and/or right of way improvements may be necessary
- Implementation of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers
- Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours to the extent feasible
- Provision of flagging or other directional signage to direct traffic as needed.
- Spacing of trucks so as to discourage a convoy effect Sufficient dampening of the construction area to control dust caused by grading and hauling and reasonable control at all times of dust caused by wind
- Maintenance of a log, available on the job site at all times, documenting the dates of hauling and the number of trips (i.e., trucks) per day
- Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities posted at the site readily visible to any interested party during site preparation, grading, and construction.

References:

City of Norwalk. Draft Environmental Impact Report Norwalk Entertainment District – Civic Center Specific Plan Project (SCH No. 2022020128). July 2022. Section 5.15, Transportation.

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

		Gibson Transportation Consulting, Inc. Transportation Impact Analysis for the Norwalk Entertainment District – Civic Center Specific Plan Project, prepared for Primestor Development, Inc. June 2022.
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Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	(2) No impact anticipated	<p>The Project Site is a relatively flat, 1.5-acre parcel located in a highly urbanized area. As stated above, the Project Site is characterized by an existing surface parking lot for City Hall with ornamental trees and shrubs, and parking signage and lighting. There are no surface water features, sole source aquifers, or other water resources on or adjacent to the Project Site, as noted above in the Sole Source Aquifers, Wetlands Protection, and Wild and Scenic Rivers sections of this Environmental Assessment. Further, there are no unique geological features on or immediately adjacent to the Project Site that are of special social/cultural, economic, educational, aesthetic, or scientific value.</p> <p>Therefore, because Project-related construction activities would take place on a site that is already developed with surface parking, and because the Project Site is located within a fully urbanized environment that is surrounded by disturbed areas (such as sidewalks, institutional buildings, commercial uses, streetlights, and major arterial streets), the Project would not impact any natural features, water resources, or geologic features.</p>
Vegetation, Wildlife	(3) Minor Adverse Impact – May require mitigation	<p>Because the Project Site is located within a fully urbanized area, and because the Project Site is an existing surface parking lot for City Hall with ornamental trees and shrubs, there are no existing remnant or endemic plant communities on the Project Site. As such, the Project would not damage or destroy such remnant or endemic plant communities, nor would it result in the substantial disruption of wildlife, habitat alteration or removal, effects to rare species (including those that are considered threatened or endangered, as described in the Endangered Species section of this Environmental Assessment), or the proliferation of pest species.</p> <p>There are approximately 40 trees within the Project Site boundary. The Project would require the removal of shrubs and trees that could provide potential nesting sites for migratory birds and raptors. Raptors (birds of prey), migratory birds, and other avian species are protected by state and federal laws, such as the federal Migratory Bird Treaty Act (MBTA) (42 USC Sections 703–712), which prohibits the killing, possessing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior.</p> <p>Given the potential for migratory birds to nest in the trees proposed for removal by the Project, impacts to nesting birds protected by the MBTA could occur if construction activities were to occur during nesting season (February 1 to September 15). While migratory bird species are</p>

		<p>considered highly mobile and would naturally avoid areas with loud construction noise, removal of potential nesting habitat would result in the potential for minor impacts.</p> <p>Therefore, Mitigation Measure BIO-1, described below, would protect nesting birds during Project-related demolition and construction activities, and would ensure that the Project would be consistent with the MBTA and California Fish and Game Code. With implementation of Mitigation Measure BIO-1, there would be no adverse effect from the Project on vegetation and wildlife species.</p> <p>Mitigation Measure:</p> <p>BIO-1: Migratory Bird Survey</p> <p>If possible, ground-disturbing activities and vegetation removal (including tree trimming) should be timed to occur outside the bird nesting season (September 1–January 31).</p> <p>If ground disturbing activities or vegetation removal (including tree trimming) are scheduled during the bird nesting season (February 1–August 31) a preconstruction survey for nesting birds shall be conducted within 72 hours prior to initiation of construction activities. The survey shall be conducted by a qualified biologist with prior experience conducting nesting bird surveys for construction projects. The survey area shall include the Project Site and suitable habitat within a 100-foot buffer, or a buffer size determined by the qualified biologist based on level of proposed disturbance and access. If no active nests are found, no additional measures are required.</p> <p>If active nests are found the biologist will map the location and document the species and nesting stage. A no-work buffer will be established around the active nest as determined by the qualified biologist and based on the species sensitivity to disturbance and the type and duration of the disturbance. No construction activities shall occur within the no-work buffer until the biologist has determined the nest is no longer active.</p>
Other Factors		None Identified.

Additional Studies Performed:

See list of studies performed for the Project, provided in each checklist section, above.

Field Inspection (Date and completed by):

The Phase I ESA was performed by PlaceWorks on January 29, 2022.

The Noise Measurements were performed by PlaceWorks on March 30 to April 1, 2022.

The Archaeological pedestrian survey was performed by Gust, Vreeland, and Duarte on March 3, 2022.

The Historic Resources field surveys were performed by: ARG in January 2022 and Michael Baker International, Inc. on April 27, 2023.

The Biological field survey was conducted by South Environmental on January 5, 2022.

The Geotechnical Survey was conducted by LGC Geotechnical in April 2022.

List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]:

See list of references for each checklist section, above.

List of Permits Obtained:

Not Applicable

Public Outreach [24 CFR 50.23 & 58.43]:

Before finalizing the Project's Environmental Assessment, the City will publicly disseminate/publish the Environmental Assessment's findings, as required by 24 CFR 58.43 and 24 CFR 58.70. The City will consider the public comments received on any Project-related notices and, if appropriate, would make modifications in response to the comments.

Cumulative Impact Analysis [24 CFR 58.32]:

According to 24 CFR 58.32, a Responsible Agency must group together and evaluate as a single project all individual activities which are related either on a geographical or functional basis, or are logical parts of a composite of contemplated actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

As stated above, the Project's construction- and operation-related noise would be below any City noise standard with the implementation of Mitigation Measure NOI-1 to minimize noise from pile-driving. With regard to air quality, the Project would not result in short- or long-term air quality impacts, as emissions would be below SCAQMD-adopted thresholds. As such, the Project's contribution to cumulative air quality or noise impacts would not be considerable, and, as such, cumulative impacts would not be significant.

Regarding potential transportation impacts, as discussed above, the OPR Technical Advisory states that "evidence supports a presumption of less than significant impact for a 100 percent affordable residential development in infill locations."⁴ Since the Proposed Project would involve 100 percent affordable residential units and one manager's unit and because the Project Site is located within a dense, urban area, the Project can be presumed to have a less-than-significant traffic (VMT) impact and would not contribute to a cumulative transportation impact. Regardless, the traffic assessment prepared for a more intensive version of the Project (i.e., the project analyzed in the Draft EIR for the Norwalk Entertainment District – Civic Center Specific Plan Project) determined that LOS impacts would not exceed applicable LOS thresholds of significance at the 17 study intersections. Therefore, considering the Project's central location for transit options, on-site amenities, affordable housing aspect resulting in less than significant VMT impacts, and related traffic assessment resulting in less than significant LOS impacts, the Project would not result in adverse impacts related to transportation and accessibility. Nonetheless, the Proposed Project would incorporate Mitigation Measure TRA-1 to prepare and implement a Construction Management Plan to minimize any impacts related to construction.

Based on the analysis herein, the Project would not considerably contribute to any significant cumulative impacts resulting from successive or multiple projects that are related either on a geographical or functional basis, or are logical parts of a composite of contemplated actions.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]

The project would involve the construction of a six-story, 56-unit affordable housing building on the southeast corner of Imperial Highway and Norwalk Boulevard. This affordable housing would be restricted

⁴ Governor's Office of Planning and Research, *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018.

to a target population special needs homeless veterans to address housing needs identified by the City and the state of California. A reduced density alternative would not achieve the City or state goals. Additionally, an alternative site would not reduce the impacts associated with site preparation, grading, and building construction as compared with the Proposed Project and possibly other impacts. The Project is preferred over this alternative.

No Action Alternative [24 CFR 58.40(e)]:

Under this alternative, the Project would not occur and the Project Site would continue to operate as the City Hall surface parking lot. However, under this alternative, the Project Site would remain an underdeveloped property located in a central area within the City of Norwalk. Over time, it is possible that the City may sell the parking site to another developer and it may be developed with other market-rate housing, with 15 percent of the site dedicated to affordable housing. Nonetheless, the City has documented a persistent demand for affordable housing. The No Action Alternative would not result in the beneficial effects associated with constructing affordable housing units near community resources, such as recreational assets and commercial land uses. The No Action Alternative would not satisfy the purpose and need for the proposed Project. Therefore, the Project is preferred over this alternative.

Summary of Findings and Conclusions:

After implementation of the mitigation measures included in this Environmental Assessment, as well as compliance with the federal, state, and local regulations discussed throughout this Environmental Assessment, the Project would not negatively impact the surrounding environment and would not have an adverse environmental or health effect on future residents. The Project complies with NEPA and other related federal and state environmental laws and is suitable for the site.

Mitigation Measures and Conditions [40 CFR 1505.2(c)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

Law, Authority, or Factor	Mitigation Measure
Historic Preservation	CUL-1: In the event that any subsurface cultural resources are encountered during earth-moving activities, it is recommended that all work within 50 feet be halted until an archaeologist can evaluate the findings and make recommendations. Prehistoric materials can include flaked-stone tools (e.g., projectile points, knives, choppers) or obsidian, chert, or quartzite toolmaking debris; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash, and charcoal, shellfish remains, and cultural materials); and stone milling equipment (e.g., mortars, pestles, handstones). Historical materials might include wood, stone, or concrete footings, walls, and other structural remains; debris-filled wells or privies; and deposits of wood, metal, glass, ceramics, and other refuse. The archaeologist may evaluate the find in accordance with

	<p>federal, state, and local guidelines, including those set forth in the California Public Resources Code Section 21083.2, to assess the significance of the find and identify avoidance or other measures as appropriate. If suspected prehistoric or historical archaeological deposits are discovered during construction, all work within the immediate area of the discovery shall be redirected and the find must be evaluated by a qualified archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for archaeology (National Park Service 1983). If historic properties are discovered or unanticipated effects on historic properties are found after the agency official has completed the Section 106 process, the agency official shall make reasonable efforts to avoid, minimize, or mitigate adverse effects to such properties.</p> <p>CUL-2: If human skeletal remains are found, those remains would require proper treatment in accordance with State of California Health and Safety Code Sections 7050.5-7055. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are discovered during excavation of a site. As required by state law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the most likely descendant. If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County coroner has been called out, and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains. In consultation with the most likely descendant, a treatment plan for the Native American remains will be developed by a qualified archaeologist.</p>
<p>Hazards and Nuisances including Site Safety and Noise</p>	<p>NOI-1:</p> <p>The Applicant will implement the following measures during pile driving:</p> <ul style="list-style-type: none"> • With approval of the project structural engineer, pile holes shall be predrilled to minimize the number of pile hammer blows necessary to seat the pile, where feasible. • Alternatives to impact hammers, such as oscillating or rotating pile installation systems, shall be used where feasible.

	<ul style="list-style-type: none"> • Pile drivers with the best available noise control technology, such as shrouding, shall be used. Pile driving noise control may be achieved by shrouding the pile hammer point of impact, placing resilient padding directly on top of the pile cap, and/or by reducing exhaust noise with a sound-absorbing muffler. The shrouding of pile-driving equipment would attenuate pile-driving noise levels by 10 dBA (FHWA 2016), resulting in mitigated construction noise levels of 77 dBA Leq or less.
<p>Transportation and Accessibility</p>	<p>TRA-1: Construction Management Plan</p> <p>A detailed Construction Management Plan, including haul routes and a staging plan, shall be prepared and submitted to the City of Norwalk, Los Angeles County Fire Departments, and Los Angeles County Sheriff Department for review and approval, prior to commencing construction. The Construction Management Plan shall formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other development projects in the vicinity of the project site, and shall include, but not be limited to, the following elements, as appropriate:</p> <ul style="list-style-type: none"> • Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation • Prohibition of construction worker or equipment parking on adjacent streets • Prohibition of haul truck staging on any streets adjacent to the Project, unless specifically approved as a condition of an approved haul route • Scheduling of construction related traffic restricted to off-peak hours and in consideration of any other traffic-causing events or overlapping nearby construction activities, to the extent feasible. • Containment of construction activity within the Project Site boundaries except where access and/or right of way improvements may be necessary • Implementation of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers • Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours to the extent feasible

	<ul style="list-style-type: none"> • Provision of flagging or other directional signage to direct traffic as needed. • Spacing of trucks so as to discourage a convoy effect Sufficient dampening of the construction area to control dust caused by grading and hauling and reasonable control at all times of dust caused by wind • Maintenance of a log, available on the job site at all times, documenting the dates of hauling and the number of trips (i.e., trucks) per day • Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities posted at the site readily visible to any interested party during site preparation, grading, and construction
<p>Vegetation, Wildlife</p>	<p>BIO-1: Migratory Bird Survey</p> <p>If possible, ground-disturbing activities and vegetation removal (including tree trimming) should be timed to occur outside the bird nesting season (September 1–January 31).</p> <p>If ground disturbing activities or vegetation removal (including tree trimming) are scheduled during the bird nesting season (February 1–August 31) a preconstruction survey for nesting birds shall be conducted within 72 hours prior to initiation of construction activities. The survey shall be conducted by a qualified biologist with prior experience conducting nesting bird surveys for construction projects. The survey area shall include the Project Site and suitable habitat within a 100-foot buffer, or a buffer size determined by the qualified biologist based on level of proposed disturbance and access. If no active nests are found, no additional measures are required.</p> <p>If active nests are found the biologist will map the location and document the species and nesting stage. A no-work buffer will be established around the active nest as determined by the qualified biologist and based on the species sensitivity to disturbance and the type and duration of the disturbance. No construction activities shall occur within the no-work buffer until the biologist has determined the nest is no longer active.</p>

Determination:

Finding of No Significant Impact [24 CFR 58.40(g)(1); 40 CFR 1508.27]

The project will not result in a significant impact on the quality of the human environment.

Finding of Significant Impact [24 CFR 58.40(g)(2); 40 CFR 1508.27]

The project may significantly affect the quality of the human environment.

Preparer Signature:  Date: 8/19/2024

Name/Title/Organization: Kathalyn Tung, Sr Environmental Planner, Michael Baker International Inc.

Certifying Officer Signature:  Date: 8.21.24

Name/Title: Alex Hamilton, Interim Community Development Director

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).