



PUBLIC REVIEW DRAFT ENVIRONMENTAL IMPACT REPORT

NORWALK TRANSIT VILLAGE

FEBRUARY 2024

PREPARED FOR
CITY OF NORWALK



PREPARED BY
MICHAEL BAKER INTERNATIONAL



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**PUBLIC REVIEW DRAFT
ENVIRONMENTAL IMPACT REPORT**

Norwalk Transit Village

SCH NO. 2022070103

Lead Agency:



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DRAFT EIR AND APPENDICES

The Notice of Availability (NOA), Draft EIR, and Appendices are available for download at the City's official website.

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

In addition to the City's official website, these documents are also available for review at the Office of Planning and Research's (OPR) CEQAnet online database, under SCH No. 2022070103:

<https://ceqanet.opr.ca.gov/>

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1.0 EXECUTIVE SUMMARY

1.1 PROJECT LOCATION

The proposed Norwalk Transit Village (project) site is located at 13200 Bloomfield Avenue, in the City of Norwalk. The City of Norwalk (City) is located in the southeastern portion of Los Angeles County. Surrounding cities include the City of Santa Fe Springs to the north, the City of La Mirada to the east, the City of Cerritos to the south, and the City of Downey to the west.

The project site is generally situated between Imperial Highway to the north, Zimmerman Park and the Union Pacific Railroad to the east, and Bloomfield Avenue to the west. The project site (Assessor's Parcel Number [APN] 8045-008-902) is located within a predominantly residential area, within a residential townhome community to the north (Norwalk Manor); a 9.4-acre public park (Zimmerman Park) to the east; single-family residential units, a senior residential community, and a hospital (Norwalk Community Hospital) to the south; and single-family residential units to the west, across Bloomfield Avenue. The 32.3-acre project site was originally utilized as a facility for the California Division of Juvenile Justice (formerly known as the California Youth Authority [CYA]). It was, until early 2022, being utilized by the California Department of State Hospitals as a temporary hospital facility. Surrounding urban development includes a mix of commercial, residential, and institutional uses. Regional access to the site is provided via Interstate 5 (I-5). Local access is provided via Imperial Highway and Bloomfield Avenue. Additionally, transit access is available for the project site via the Norwalk-Santa Fe Springs Metrolink Station, located approximately 0.2 miles north of the project site.

1.2 PROJECT SUMMARY

The project proposes the Norwalk Transit Village Specific Plan (Specific Plan) and Tentative Tract Map to allow the demolition of the former CYA facility and construction of a mixed-use transit-oriented community with a mix of retail, hospitality, multi-family residential uses, and park/open space land uses. The proposed Specific Plan would establish development guidelines and standards that would be used to regulate basic planning and development concepts for future development within the project site.

The proposed Specific Plan would allow the following within eight Planning Areas:

- A new neighborhood commercial center encompassing approximately 3.06 acres of the site. The commercial center (approximately 66,647 square feet of building area) would be situated in the westerly portion of the project adjacent to Bloomfield Avenue. The neighborhood commercial center would include non-residential uses at a maximum floor-to-area ratio (FAR) of 0.5, as well as an approximately 150-key hotel. The 0.5 FAR excludes the hotel use.
- Residential blocks would allow up to 770 residential units (at a density that ranges between 20 to 85 dwelling units per acre [du/ac]) that would consist of the following:
 - A mix of multi-family units, apartments, and townhomes;
 - At least 40 percent of the total number of residential units in the project as affordable, compliant with the Surplus Land Act exemption per AB 518; and

- Each residential block would be permitted to contain up to 3,500 square feet of ground floor ancillary commercial uses allowing a maximum of 13,500 square feet of ancillary commercial/quasi-civic uses such as childcare and community services in total for the project.
 - The ancillary commercial uses allowed within the residential blocks is in addition to the non-residential commercial uses allowed in Planning Area 1.
- Open space would be provided through a combination of common and private, active and passive recreation areas, including a 1.56-acre park and 2.06 acres of linear parks; the 2.06 acres would be comprised of a 1.53-acre linear park and a 0.28-acre contiguous dog run.
- A 0.25-acre pump station is conceptually located in the northeast portion of Planning Area 8.

The Specific Plan is intended to provide an orderly and efficient development of the project site, in accordance with the provisions of the *City of Norwalk General Plan* (General Plan). The Specific Plan would serve both planning and regulatory functions including land use regulations, circulation patterns, public facilities/infrastructure, and development standards. All future development within the Specific Plan would be subject to compliance with the Specific Plan regulations, as well as other applicable Norwalk Municipal Code (Municipal Code) regulations.

The analyses of impacts in this Draft EIR are based upon the maximum potential development under the proposed Specific Plan (up to 770 residential units, 80,147 square feet of commercial uses, 150 hotel rooms, and 3.62 acres of open space). The development scenario analyzed in the EIR represents a reasonable scenario of how buildout of the project site may appear based on market conditions and existing and planned primary uses. It must be noted, however, that actual development would be governed by the requirements of the proposed Specific Plan.

The project would require approval of the Norwalk Transit Village Specific Plan (Specific Plan No. 17) to establish design standards and requirements for a mixed-use, transit-oriented development with residential, commercial, and open space/park uses. The project proposes a Change of Zone from the existing “Institutional” to “Specific Plan No. 17.” In addition to the Change of Zone, the project would also require a General Plan Amendment to revise the existing land use designation of the project site from “Institutional” to “Specific Plan.” Further, the project would require approval of a Tentative Tract Map to subdivide the project to allow for the proposed uses, and an application would be filed for a Development Agreement.

1.3 PROJECT GOALS AND OBJECTIVES

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

- Provide up to 770 new market rate and affordable housing opportunities that would assist the City of Norwalk in meeting its Regional Housing Needs Assessment (RHNA) obligation.
- Provide a mix of residential, commercial, and open space uses to serve the community.

- Create a Transit-Oriented community with pedestrian and bicycle connections to the nearby Metrolink Station.
- Require at least 40 percent of the residential units to be affordable to low and very low-income households.
- Establish a community with multi-modal transportation, walking trails, community connectivity, sustainable landscaping, and health and wellness-focused amenities.

1.4 ENVIRONMENTAL ISSUES/MITIGATION SUMMARY

The following summarizes the impacts, mitigation measures, and significance after mitigation analyzed in [Section 5.0, Environmental Analysis](#), of this EIR. Refer to the appropriate EIR Section for detailed information.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
5.1	Land Use and Planning		
	LU-1: The proposed project could conflict with applicable General Plan policies. <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold XI(b) – Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. 	No mitigation measures are required.	Less Than Significant Impact.
	LU-2: The proposed project could conflict with the City of Norwalk Municipal Code standards or regulations. <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold XI(b) – Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. 	No mitigation measures are required.	Less Than Significant Impact.
	LU-3: The proposed project may conflict with SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy policies. <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold XI(b) – Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. 	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other related projects, could conflict with land use plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect.	No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
5.2	Aesthetics/Light and Glare		
	<p>AES-1: Implementation of the proposed project could conflict with applicable zoning and other regulations governing scenic quality.</p> <ul style="list-style-type: none"> CEQA Guidelines Appendix G Threshold I(c) – In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? 	No mitigation measures are required.	Less Than Significant Impact.
	<p>AES-2: Implementation of the proposed project could create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.</p> <ul style="list-style-type: none"> CEQA Guidelines Appendix G Threshold I(d) – Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area. 	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The project combined with other cumulative projects could conflict with applicable zoning and other regulations governing scenic quality.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The project combined with other cumulative projects could create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.	No mitigation measures are required.	Less Than Significant Impact.
5.3	Tribal and Cultural Resources		
	<p>CUL-1: The project could cause a significant impact to a historical resource.</p> <ul style="list-style-type: none"> CEQA Guidelines Appendix G Threshold V(a) – Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. 	No mitigation measures are required.	Less Than Significant Impact.
	CUL-2: The project could cause a significant impact to an archaeological resource on-site.	CUL-1 <u>Unanticipated Discovery of Cultural Resources</u> . If archaeological resources are encountered during ground-disturbing activities, work within 50-feet of the find should be halted and the project Applicant, or their designee, shall retain	Less Than Significant Impact With Mitigation Incorporated.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	<ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold V(b) – Cause a substantial adverse change in the significance of an archaeological resource pursuant to <i>CEQA Guidelines</i> Section 15064.5. 	<p>an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983) immediately to evaluate the find. If the resources are Native American in origin, the Native American Heritage Commission shall be contacted as mandated by law. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historical Resources eligibility. The treatment plan shall be reviewed and approved by the qualified archaeologist.</p>	
	<p>CUL-3: The project could cause a significant impact to a tribal cultural resource.</p> <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold XVIII(a)(i) – Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). • <i>CEQA Guidelines</i> Appendix G Threshold XVIII(a)(ii) – Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider 	<p>Refer to Mitigation Measure CUL-1.</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	the significance of the resource to a California Native American Tribe.		
	CUL-4: The project could cause a significant regarding the disturbance to human remains, including those interred outside of dedicated cemeteries. <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold V(c) – Disturb any human remains, including those interred outside of dedicated cemeteries. 	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The project, combined with other related cumulative projects, could cause cumulatively considerable impacts to historical resources, archaeological resources, human remains, or tribal cultural resources.	Refer to Mitigation Measure CUL-1.	Less Than Significant Impact With Mitigation Incorporated.
5.4	Geology and Soils		
	GEO-1: Project implementation could expose people and structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold VII(a)(ii) – Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. 	No mitigation measures are required.	Less Than Significant Impact.
	GEO-2: Project implementation could expose people and structures to potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction. <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold VII(a)(iii) – Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. • <i>CEQA Guidelines</i> Appendix G Threshold VII(c) – Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. 	No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	<p>GEO-3: Project implementation could result in substantial soil erosion or loss of topsoil.</p> <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold VII(b) – Result in substantial soil erosion or the loss of topsoil. 	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
	<p>GEO-4: The project could be located on soils that are unstable, or expansive, as a result of the project, and potentially result in geologic hazards.</p> <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold VII(c) – Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. • <i>CEQA Guidelines</i> Appendix G Threshold VII(d) – Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property. 	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
	<p>GEO-5: Project implementation could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.</p> <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold VII(f) – Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. 	<p>GEO-1 If unanticipated fossil discoveries are made, all work must halt within 50 feet until a qualified paleontologist can evaluate the find. Work may resume immediately outside of the 50-foot radius.</p> <p>GEO-2 If the discoveries are determined to be significant, full-time paleontological monitoring shall be recommended for the remainder of ground disturbance for the project. Paleontological monitoring shall entail the visual inspection of excavated or graded areas and trench sidewalls. In the event a paleontological resource is discovered, the monitor shall have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and collected, if warranted. Monitoring efforts may be reduced or eliminated at the discretion of the project paleontologist.</p> <p>GEO-3 Upon completion of fieldwork, all significant fossils collected shall be prepared in a properly equipped paleontology laboratory to a point ready for curation. Following laboratory</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		<p>work, all fossil specimens shall be identified to the most specific taxonomic level possible, cataloged, analyzed, and offered to the Natural History Museum of Los Angeles County for permanent curation and storage. At the conclusion of laboratory work and museum curation, a final Paleontological Monitoring Report shall be prepared describing the results of the paleontological mitigation monitoring efforts associated with the project. The report shall include a summary of the field and laboratory methods, an overview of the project area geology and paleontology, a list of taxa recovered, an analysis of fossils recovered and their scientific significance, and recommendations. A copy of the report shall also be submitted to the Natural History Museum of Los Angeles County.</p>	
	<p>Cumulative Impacts: The proposed project, combined with other related cumulative projects, could expose people or structures to potential substantial adverse effects involving geology and soils and could impact unknown paleontological resources.</p>	<p>Refer to Mitigation Measures GEO-1 through GEO-3.</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>
5.5	Hydrology and Water Quality		
	<p>HWQ-1: The project could violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality.</p> <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold X(a) – Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. • <i>CEQA Guidelines</i> Appendix G Threshold X(c)(i) – Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site. 	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	<p>HWQ-2: The project could substantially alter the existing drainage pattern of the site or area, or substantially increase the rate or amount of surface runoff, in a manner that would result in substantial erosion, siltation, or flooding on- or off-site.</p> <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold X(c)(i) – Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site. • <i>CEQA Guidelines</i> Appendix G Threshold X(c)(ii) – Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would Substantially increase the rate or amount of surface run-off in a manner that would result in flooding on- or off-site. • <i>CEQA Guidelines</i> Appendix G Threshold X(c)(iv) – Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would Impede or redirect flood flows. 	No mitigation measures are required.	Less Than Significant Impact.
	<p>HWQ-3: The project could create or contribute runoff water which could exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.</p> <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold X(c)(iii) – Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. 	No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	<p>HWQ-4: The project could substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the Basin.</p> <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold X(b) – Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. 	No mitigation measures are required.	Less Than Significant Impact.
	<p>HWQ-5: The project could conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.</p> <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold X(e) – Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. 	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other related cumulative projects, could violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other related cumulative projects, could substantially alter the existing drainage pattern of the site or area, or substantially increase the rate or amount of surface runoff, in a manner that would result in substantial erosion, siltation, or flooding on- or off-site.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other related cumulative projects, could create or contribute runoff water which could exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other related cumulative projects, could substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the Basin.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other related cumulative projects, could conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
5.6	Hazards and Hazardous Materials		
	<p>HAZ-1: Project implementation could create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.</p> <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold IX(b) – Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. • <i>CEQA Guidelines</i> Appendix G Threshold IX(d) – Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment. 	No mitigation measures are required.	Less Than Significant Impact.
	<p>HAZ-2: Project implementation could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing school.</p> <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold IX(c) – Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. 	No mitigation measures are required.	Less Than Significant Impact.
	<p>Cumulative Impacts: The proposed project, combined with other related projects, could result in cumulatively considerable hazards to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.</p>	No mitigation measures are required.	Less Than Significant Impact.
	<p>Cumulative Impacts: The proposed project, combined with other related projects, emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing school.</p>	No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
5.7	Transportation		
	TRA-1: Project implementation could conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold XVII(a) – Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. 	No mitigation measures are required.	Less Than Significant Impact.
	TRA-2: Project implementation could conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold XVII(b) – Conflict or be inconsistent with <i>CEQA Guidelines</i> section 15064.3, subdivision (b). 	No mitigation measures are required.	Less Than Significant Impact.
	TRA-3: Project implementation would not increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold XVII(c) – Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). 	No mitigation measures are required.	Less Than Significant Impact.

	<p>TRA-4: Project implementation could result in inadequate emergency access.</p> <ul style="list-style-type: none"> • CEQA Guidelines Appendix G Threshold XVII(d) – Result in inadequate emergency access. 	<p>TRA-1</p> <p>Prior to issuance of any grading and/or demolition permits, whichever occurs first, the construction contractor shall prepare a Construction Management Plan (CMP) to be submitted for review and approval by the City of Norwalk Director of Public Works. The requirement for a CMP shall be incorporated into the project specifications and subject to verification by the Director of Public Works prior to final plan approval. The CMP shall include, at a minimum, the following measures, which shall be implemented during all construction activities:</p> <ul style="list-style-type: none"> • Meet the standards established in the current <i>California Manual on Uniform Traffic Control Devices</i> (MUTCD) as well as City of Norwalk requirements. The CMP shall be prepared by the construction contractor and submitted to the Director of Public Works for approval pertaining to off-site work, including sidewalk construction, building façade, underground utilities, and any work that would require temporary lane closures. The plan shall be developed according to the MUTCD (latest edition) guidelines, including plans for traffic signs, traffic cone arrangements, and flaggers to assist with pedestrians and traffic. • Identify traffic control for any street closure, detour, or other disruption to traffic circulation, including the necessary traffic controls to allow for construction-related traffic to efficiently enter and exit the site and maintain emergency access to the site and surrounding area. • Should project construction activities require temporary vehicle lane and/or sidewalk closures, the construction contractor shall coordinate with the Director of Public Works regarding timing and duration of proposed temporary lane and/or sidewalk closures to ensure the closures do not impact operations of adjacent uses or emergency access. • Identify the routes that construction vehicles must utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls 	<p>Less Than Significant Impact With Mitigation Incorporated.</p>
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EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		<p>and detours, and proposed construction phasing plan for the project.</p> <ul style="list-style-type: none"> • Should project construction activities occur during general drop-off and pick-up hours for nearby schools, traffic signs, traffic cone arrangements, and flaggers shall assist with ensuring continued vehicular access and safe pedestrian access along the project frontage for students. • Require the construction contractor to keep all haul routes clean and free of debris including, but not limited to, gravel and dirt, as a result of its operations. The construction contractor shall clean adjacent streets, as directed by the Director of Public Works, of any material which may have been spilled, tracked, or blown onto adjacent streets or areas. 	
	Cumulative Impacts: Future development, combined with other related projects, could conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and result in cumulative impacts.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Future development, combined with other related projects, could conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Future development, combined with other related projects, could substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), and result in cumulative impacts.	Refer to Mitigation Measure TRA-1.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: Future development, combined with other related projects, could result in inadequate emergency access.	Refer to Mitigation Measure TRA-1.	Less Than Significant Impact With Mitigation Incorporated.
5.8	Air Quality		
	<p>AQ-1: Implementation of the proposed project could conflict with or obstruct implementation of the applicable air quality plan.</p> <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold III(a) – Conflict with or obstruct implementation of the applicable air quality plan. 	No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	<p>AQ-2: The project could result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable federal or State ambient air quality standard.</p> <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold III(b) – Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard. 	No mitigation measures are required.	Less Than Significant Impact.
	<p>AQ-3: Development associated with implementation of the proposed project could result in localized emissions impacts or expose sensitive receptors to substantial pollutant concentrations.</p> <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold III(c) – Expose sensitive receptors to substantial pollutant concentrations. 	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Implementation of the proposed project and other related cumulative projects, could result in increased cumulatively considerable inconsistencies with the applicable air quality plan.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Short-term construction activities associated with the proposed project and other related cumulative projects, could result in increased air pollutant emission impacts or expose sensitive receptors to increased pollutant concentrations.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Implementation of the proposed project and other related cumulative projects could result in increased impacts pertaining to operational emissions.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Implementation of the proposed project and related projects could result in cumulatively considerable carbon monoxide hotspot impacts.	No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
5.9	Greenhouse Gas Emissions		
	<p>GHG-1: Greenhouse gas emissions generated by the project could have a significant impact on global climate change.</p> <ul style="list-style-type: none"> CEQA Guidelines Appendix G Threshold VIII(a) – Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. 	<p>GHG-1 The project applicant shall design and build all multi-family residential units to meet/include the following:</p> <ul style="list-style-type: none"> Tier 2 requirements for Division A5.1, Planning and Design, as outlined under Sections A5.106.5.1.2 and A5.106.5.1.3 of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code for Designated Parking for Clean Air Vehicles. Tier 2 requirements for Division A5.1, Planning and Design, as outlined under Section A5.106.5.3.2 of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code for Electric Vehicle (EV) Charging. Tier 2 requirements for Division A5.2, Energy Efficiency, as outlined under Section A5.203.1.2.2 of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code. Tier 2 requirements for Division A5.211, Renewable Energy, of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code. Tier 2 requirements for Division A5.3, Water Efficiency and Conservation, as outlined under Section A5.303.2.3.2 of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code. No wood-burning or gas-powered fireplaces shall be installed in any of the dwelling units. All buildings shall be electric, meaning that electricity is the primary source of energy for water heating; heating, ventilation, and air conditioning (HVAC) (i.e., space-heating and space cooling); cooking; and clothes-drying. 	<p>Significant and Unavoidable Impact.</p>

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		<ul style="list-style-type: none"> • All major appliances provided/installed (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) shall be electric-powered EnergyStar-certified or of equivalent energy efficiency, where applicable. <p>Prior to the issuance of building permits for new development projects within the project site, the project applicant shall provide documentation (e.g., building plans, site plans) to the City of Norwalk Planning Division to verify implementation of the design requirements specified in this mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements.</p> <p>GHG-2 The project developer shall design the non-residential portion of the project to:</p> <ul style="list-style-type: none"> • Provide electric vehicle (EV) charging stations. At minimum, the number of EV charging stations shall equal the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards Code. • Provide parking for low-emitting, fuel-efficient, and carpool/van vehicles. At minimum, the number of preferential parking spaces shall equal to the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards. <p>Prior to the issuance of building permits for new development projects on the project site, the project developer shall provide documentation (e.g., site plans) to the City of Norwalk Planning Division to verify implementation of the of the design requirements specified in this mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements.</p>	

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	GHG-2: Implementation of the proposed project could conflict with an applicable greenhouse gas reduction plan, policy, or regulation. <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold VIII(b) – Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. 	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Greenhouse gas emissions generated by the project and other related cumulative projects could have a significant cumulative impact on global climate change or could conflict with an applicable greenhouse gas reduction plan, policy, or regulation.	Refer to Mitigation Measures GHG-1 and GHG-2.	Significant and Unavoidable Impact.
5.10	Energy		
	EN-1: The project could result in wasteful, inefficient, or unnecessary consumption of energy resources. <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold VI(a) – Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. 	No mitigation measures are required.	Less Than Significant Impact.
	EN-2: The project could conflict with or obstruct a State or local plan for renewable energy or energy efficiency. <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold VI(b) – Conflict with or obstruct a State or local plan for renewable energy or energy efficiency. 	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Implementation of the project and other cumulative projects could result in wasteful, inefficient, or unnecessary consumption of energy resources, or conflict with or obstruct a State or local plan for renewable energy or energy efficiency.	No mitigation measures are required.	Less Than Significant Impact.
5.11	Noise		
	NOI-1: A substantial temporary or permanent increase in ambient noise levels in the area could result from the project in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies. <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold XIII(a) – Generate a substantial temporary or permanent increase in ambient noise 	No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.		
	NOI-2: Project implementation could result in significant vibration impacts to nearby sensitive receptors and structures. <ul style="list-style-type: none"> CEQA Guidelines Appendix G Threshold XIII(b) – Generate excessive groundborne vibration or groundborne noise levels. 	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Construction-related activities within the project area could result in significant temporary noise impacts to nearby noise sensitive receivers.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project could result in a significant increase in traffic and long-term stationary ambient noise levels.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Project implementation could result in significant vibration impacts to nearby sensitive receptors and structures.	No mitigation measures are required.	Less Than Significant Impact.
5.12	Population and Housing		
	PHE-1: The project could directly or indirectly induce substantial unplanned population growth. <ul style="list-style-type: none"> CEQA Guidelines Appendix G Threshold XIV(a) – Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). 	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other related projects, could result in cumulatively considerable impacts related to substantial unplanned population growth.	No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
5.13	Public Services/Recreation and Utilities		
	<p>PSR-1: Project implementation could result in the need for additional fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.</p> <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold XV(a) – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection. 	Refer to Mitigation Measure TRA-1.	Less Than Significant Impact With Mitigation Incorporated.
	<p>PSR-2: Project implementation could result in the need for additional police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.</p> <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold XV(a) – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection. 	Refer to Mitigation Measure TRA-1.	Less Than Significant Impact With Mitigation Incorporated.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	<p>PSR-3: Project implementation could result in the need for additional school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives.</p> <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold XV(a) – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools. 	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
	<p>PSR-4: The project would not cause significant environmental impacts related to parks and recreation facilities.</p> <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold XV(a) – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks. • <i>CEQA Guidelines</i> Appendix G Threshold XVI(a) – Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated: • <i>CEQA Guidelines</i> Appendix G Threshold XVI(b) – Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. 	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	<p>PSR-5: Project implementation could result in the need for additional public library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives.</p> <ul style="list-style-type: none"> CEQA Guidelines Appendix G Threshold XV(a) – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities. 	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The project combined with other cumulative projects could create increased demand for fire protection services that could cause significant environmental impacts.	Refer to Mitigation Measure TRA-1.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The project combined with other cumulative projects could create increased demand for police protection services that could cause significant environmental impacts.	Refer to Mitigation Measure TRA-1.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The project combined with other cumulative projects could create increased demand for school services that could cause significant environmental impacts.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The project combined with other cumulative projects could create increased demand for parks and recreational facilities that could cause significant environmental impacts.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The project combined with other cumulative projects could create increased demand for other public facilities that could cause significant environmental impacts.	No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
5.14	Utilities and Service Systems		
	<p>USS-1: Project implementation may not have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years, and could require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</p> <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold XIX(a) – Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. • <i>CEQA Guidelines</i> Appendix G Threshold XIX(b) – Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. 	No mitigation measures are required.	Less Than Significant Impact.
	<p>USS-2: Project implementation could result in determination by LACSD that there is inadequate capacity to serve the project's projected demand in addition to the existing commitments, or exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board, or result in the construction of the new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</p> <ul style="list-style-type: none"> • <i>CEQA Guidelines</i> Appendix G Threshold XIX(a) – Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. • <i>CEQA Guidelines</i> Appendix G Threshold XIX(c) – Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. 	No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	<p>USS-3: Project implementation could result in impacts associated with the construction of new stormwater drainage facilities.</p> <ul style="list-style-type: none"> CEQA Guidelines Appendix G Threshold XIX(a) – Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. 	No mitigation measures are required.	Less Than Significant Impact.
	<p>USS-4: Project implementation could be served by a landfill with insufficient permitted capacity to accommodate the project’s solid waste disposal needs and may not comply with federal, State, and local statutes and regulations related to solid waste.</p> <ul style="list-style-type: none"> CEQA Guidelines Appendix G Threshold XIX(d) – Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. CEQA Guidelines Appendix G Threshold XIX(e) – Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste. 	No mitigation measures are required.	Less Than Significant Impact.
	<p>USS-5: The project could result in the relocation or construction of new or expanded dry utility facilities, which could cause significant environmental effects.</p> <ul style="list-style-type: none"> CEQA Guidelines Appendix G Threshold XIX(a) – Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. 	No mitigation measures are required.	Less Than Significant Impact.
	<p>Cumulative Impacts: The project combined with other cumulative projects could create increased demand for water facilities that could cause significant environmental impacts.</p>	No mitigation measures are required.	Less Than Significant Impact.
	<p>Cumulative Impacts: The project combined with other cumulative projects could create increased demand for wastewater facilities that could cause significant environmental impacts.</p>	No mitigation measures are required.	Less Than Significant Impact.

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	Cumulative Impacts: The project combined with other cumulative projects could create increased demand for stormwater drainage facilities that could cause significant environmental impacts.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The project combined with other cumulative projects could create increased demand for solid waste generation that could cause significant environmental impacts.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The project combined with other cumulative projects could create increased demand for dry utilities that could cause significant environmental impacts.	No mitigation measures are required.	Less Than Significant Impact.

1.5 SIGNIFICANT UNAVOIDABLE IMPACTS

The project would generate an increase in GHG emissions, either directly or indirectly, that would have a significant impact on the environment despite implementation of Mitigation Measures GHG-1 and GHG-2. Mitigation Measures GHG-1 and GHG-2 would require installation of electric-vehicle-capable charging spaces in the residential building and public garage to be developed as part of the project (not the existing parking structure that would also be used for parking) to meet the Tier 2 voluntary standards of CALGreen and would require that the new residential buildings to be 100 percent electric. With implementation of requiring all electricity for residential heating/cooling, cooking, water heating, and other appliances (Mitigation Measure GHG-1), GHG emissions would be slightly reduced, but would continue to exceed the SCAQMD Working Group threshold of 3,000 MTCO₂e/yr as a result of mobile-source emissions generated by the nonresidential and residential land uses. Since the majority of the emissions come from mobile sources, such emissions would primarily depend on the prerogative of future residents/employees/visitors with regard to their preferred method of transportation. In addition, fuel efficiency and emission standards are regulated at the State level, and these regulations are becoming more stringent over the years to reduce mobile source emissions. However, as the individual preferences and Statewide regulations are beyond the control of future applicants and City, it is not feasible to reduce the emissions to below the threshold. Consequently, despite implementation of GHG-1 and GHG-2, project-related GHG impacts would continue to be significant and unavoidable.

Significant direct GHG impacts associated with the project also serve as the project's cumulative impact. As analyzed in Impact Statements GHG-1, the project would have significant and unavoidable impacts. Thus, the project would cumulatively contribute to GHG impacts and impacts in this regard would be significant and unavoidable.

1.6 SUMMARY OF PROJECT ALTERNATIVES

“NO PROJECT” ALTERNATIVE

In accordance with the CEQA Guidelines, “the ‘no project analysis’ shall discuss the existing conditions at the time the notice of preparation is published...as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.”¹ The CEQA Guidelines continue to state that “[I]n certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained.”²

According to CEQA Guidelines Section 15126.6(e), the specific alternative of “no project” shall also be evaluated along with its impact. The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts

¹ CEQA Guidelines Section 15126.6(e)(2).

² CEQA Guidelines Section 15126.6(e)(3)(B).

of not approving the proposed project. The “no project” analysis is required to discuss the existing conditions at the time the Notice of Preparation (published on July 8, 2022) as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

The “No Project” Alternative assumes existing conditions remain as is and the proposed project does not proceed. The proposed Specific Plan would not be adopted, and the transit-oriented development would not occur. As detailed in Section 3.3, *Project Background and History*, the property is currently owned by DGS who is leasing the property to the California Department of State Hospitals (DSH) on a month-to-month basis for hospital use. Thus, this alternative assumes DSH continues to utilize the facility on an as-needed basis. The existing structures on-site would remain and no new development would occur.

“REDUCED DENSITY” ALTERNATIVE

The “Reduced Density” Alternative would reduce the overall density allowed by the Norwalk Transit Village Specific Plan by 30 percent. The proposed buildings would be proportionately reduced. No hotel would be constructed as part of this alternative. All circulation improvements and utility improvements, proposed by the project, would remain the same. Table 1-1, *Proposed Project and Reduced Density Alternative Comparison*, provides a general comparison of the proposed project to the “Reduced Density” Alternative. As detailed in Table 1-1, the “Reduced Density” Alternative would include up to 539 residential units, of which 40 percent would be affordable, 56,103 square feet of commercial uses, and 2.53 acres of park space; hotel use would not be developed.

**Table 1-1
Proposed Project and Reduced Density Alternative Comparison**

	Proposed Project	Reduced Density Alternative
Residential Units	Up to 770	Up to 539
<i>Affordable Units</i>	At least 40 percent	216 (40 percent)
<i>Market Rate Units</i>	Up to 60 percent	323 (60 percent)
Commercial Area	80,147	56,103
Hotel Rooms	150	0
Open Space Acreage	3.62	2.53

Similar to the proposed project, the “Reduced Density” Alternative would require a General Plan Amendment, Zone Change, Specific Plan, Tentative Tract Map, and Development Agreement.

“ALL RESIDENTIAL DEVELOPMENT” ALTERNATIVE

The General Plan identifies the project site as one of the City’s Opportunity and Special Site Studies (Opportunity Site). An Opportunity Site is one that inhibits both a current issue and future opportunity for redevelopment into a more neighborhood- and City-serving space. The former CYA facility qualifies as an Opportunity Site, given its incompatibility with surrounding residential uses. The General Plan recommends that the site be redeveloped into a residential community, including common open space and recreational facilities, potentially under the governance of a Specific Plan. Given the site’s proximity to existing transit, employment, and shopping, it is also recommended that

circulation connectivity and alternative forms of mobility be considered to enhance the prospective residential community. As such, the “All Residential Development” Alternative assumes the entire Specific Plan area is developed into a residential community. The majority of the project site would be developed with single family residential uses, consistent with the R-1 zone. In order to accommodate the 40 percent affordable housing to meet the requirements of the Surplus Land Act exemption, the non-residential parcel (proposed by the project) located at the western portion of the project site would be developed with an affordable housing apartment building (140 units). Since no existing zoning could apply to PA1 for the 140 apartment units, the project would still require a Specific Plan and this portion of the project site would be identified as MU-H designation of the Norwalk Transit Center Specific Plan. All other circulation and utility improvements would be constructed similar to the proposed project.

Table 1-2, *Proposed Project and All Residential Development Alternative Comparison*, provides a general comparison of the proposed project to the “All Residential Development” Alternative. As detailed in Table 1-2, the All Residential Alternative would include 350 residential units, of which 40 percent would be affordable, and three acres of park space. Commercial and hotel uses would not be developed.

**Table 1-2
Proposed Project and “All Residential Development” Alternative Comparison**

	Proposed Project	All Residential Development Alternative
Residential Units	Up to 770 units	350 units
<i>Affordable Units</i>	At least 40 percent	140 (40 percent)
<i>Market Rate Units</i>	Up to 60 percent	210 (60 percent)
Commercial Area	80,147	0
Hotel Rooms	150	0
Open Space Acreage	3.62	3

Similar to the proposed project, the “All Residential Development” Alternative would require a General Plan Amendment, Zone Change, Specific Plan, Tentative Tract Map, and Development Agreement.

“ENVIRONMENTALLY SUPERIOR” ALTERNATIVE

The “No Project” Alternative is the environmentally superior alternative, as it would avoid or lessen most of the project’s environmental impacts, including the project’s significant and unavoidable impact related to greenhouse gas emissions. According to CEQA Guidelines Section 15126.6(e), “if the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” Accordingly, both the “Reduced Density Alternative” and the “All Residential Development” Alternative are considered environmentally superior to the proposed project, since these alternatives reduce the project’s significant and unavoidable greenhouse gas emissions. However, it is acknowledged that these emissions reductions would not be reduced to a less than significant level. Significant and unavoidable greenhouse gas emissions impacts for both the “Reduced Density Alternative” and the “All Residential Development” Alternative would remain.

The “No Project” Alternative would not achieve any of the project’s basic objectives. No new development would occur; therefore, this alternative would not provide any market rate or affordable housing onsite and would not assist the City in meeting its RHNA obligation. This alternative would not develop residential, commercial, hospitality, or open space uses to serve the community. A transit-oriented community would not be created and pedestrian and bicycle connections would not be constructed to connect to the nearby Metrolink Station. This alternative would not achieve this objective. No affordable to low and very low-income households would be afforded. Last, this alternative would not establish a community with multi-modal transportation, walking trails, community connectivity, sustainable landscaping, or health and wellness-focused amenities.

The “Reduced Density” Alternative would achieve the project’s objectives, but not to the extent of the project. This alternative would construct a transit-oriented development. 539 market rate and affordable housing opportunities would be provided, which would assist the City in meeting its RHNA obligation, although not to the extent as the proposed project. Commercial uses would be afforded to serve the community; however, no hospitality uses would be constructed. This alternative would still establish a community with multi-modal transportation, walking trails, community connectivity, sustainable landscaping, and health and wellness-focused amenities. Although this alternative would provide 539 residential units with 40 percent reserved as affordable units, this alternative would not achieve the same number of affordable units as the project.

The “All Residential Development” Alternative would achieve some, but not all, of the project’s objectives. This alternative would provide 350 market rate and affordable housing opportunities, which would assist the City in meeting its RHNA obligation, although not to the extent as the proposed project. Although this alternative would provide 350 residential units with 40 percent reserved as affordable units, this alternative would not achieve the same number of affordable units as the project. This alternative would still establish a community with multi-modal transportation, walking trails, community connectivity, sustainable landscaping, and health and wellness-focused amenities. However, as no non-residential square footage would be constructed, this alternative would not develop a transit-oriented community. Last, this alternative would not develop commercial or hospitality uses to serve the community.

2.0 INTRODUCTION AND PURPOSE

2.1 PURPOSE OF THE EIR

The purpose of this EIR is to review the existing conditions, analyze potential environmental impacts, and identify feasible mitigation measures to avoid or lessen the project’s potentially significant effects. This EIR addresses the project’s environmental effects, in accordance with *CEQA Guidelines* Section 15161. As referenced in *CEQA Guidelines* Section 15121(a), the primary purposes of this EIR are to:

- Inform decision-makers and the public generally of the significant environmental effect of a project;
- Identify possible ways to minimize the significant effects of a project; and
- Describe reasonable alternatives to a project.

The mitigation measures that are specified shall be adopted as conditions of approval to minimize the significance of impacts resulting from the project. In addition, this EIR is the primary reference document in the formulation and implementation of a mitigation monitoring program for the project.

As Lead Agency, the City of Norwalk (which has the principal responsibility of processing and approving the project) and other public (i.e., responsible and trustee) agencies that may use this EIR in the decision-making or permit process will consider the information in this EIR, along with other information that may be presented during the CEQA process. Environmental impacts are not always mitigatable to a level considered less than significant; in those cases, impacts are considered significant unavoidable impacts. In accordance with *CEQA Guidelines* Section 15093(b), if a public agency approves a project that has significant impacts that are not substantially mitigated (i.e., significant unavoidable impacts), the agency must state in writing the specific reasons for approving the project, based on the Final EIR and any other information in the public record for the project. *CEQA Guidelines* Section 15093 requires a “statement of overriding considerations” where the Lead Agency specifies the findings and public benefits for the project that outweigh the impacts.

This EIR analyzes the project’s environmental effects to the degree of specificity appropriate to the current proposed actions, as required by *CEQA Guidelines* Section 15146. The analysis considers the activities associated with the project to determine the short- and long-term effects associated with their implementation. This EIR discusses the project’s direct and indirect impacts, as well as the cumulative impacts associated with other past, present, and reasonably foreseeable future projects.

2.2 COMPLIANCE WITH CEQA

PUBLIC REVIEW OF THE DRAFT EIR

In accordance with *CEQA Guidelines* Sections 15087 and 15105, this Draft EIR will be circulated for a 45-day public review period. Interested agencies and members of the public are invited to comment in writing on the information contained in this document. All comment letters received before the close of the public review period will be responded to in writing, and the comment letters, together with the responses to those comments, will be included in the Final EIR.

Comment letters should be sent to:

Mr. Jonathan Kwan, Contract Planner
City of Norwalk
Community Development, Room 12
12700 Norwalk Boulevard
Norwalk, California 90650
JKwan@norwalkca.gov

CERTIFICATION OF THE FINAL EIR

Pursuant to *CEQA Guidelines* Section 15132, *Contents of Final Environmental Impact Report*, the Final EIR will consist of:

- a) The Draft EIR or a revision of the Draft;
- b) Comments and recommendations received on the Draft EIR either verbatim or in summary;
- c) A list of persons, organizations, and public agencies commenting on the Draft EIR;
- d) The Lead Agency's responses to significant environmental points raised in the review and consultation process; and
- e) Any other information added by the Lead Agency.

Additionally, pursuant to *CEQA Guidelines* Section 15088, *Evaluation of and Response to Comments*, at least ten days prior to certifying the EIR, the City will provide a written proposed response to a public agency on comments made by that agency. As set forth in *CEQA Guidelines* Section 15088, the response to comments may take the form of a revision to the draft EIR or may be a separate section in the Final EIR.

PROJECT CONSIDERATION

Upon Final EIR certification, the City Council may consider approval of the proposed project. A decision to approve the project would be accompanied by specific, written findings, in accordance with *CEQA Guidelines* Section 15091, and if required, a specific written statement of overriding considerations, in accordance with *CEQA Guidelines* Section 15093.

2.3 NOTICE OF PREPARATION/ EARLY CONSULTATION (SCOPING)

In compliance with the *CEQA Guidelines*, the City has provided opportunities for various agencies and the public to participate in the environmental review process. During EIR preparation, efforts were made to contact various Federal, State, regional, and local government agencies and other interested parties to solicit comments on the scope of the review in this document. This included the distribution of a Notice of Preparation (NOP) and Initial Study to various responsible agencies, trustee agencies, and interested parties; refer to [Appendix 11.1, *Notice of Preparation/Initial Study*](#). The purpose of the NOP was to formally announce the preparation of a Draft EIR for the proposed project, and that, as the Lead Agency, the City was soliciting input regarding the scope and content of the environmental

information to be included in the Draft EIR. The NOP and Initial Study provided preliminary information regarding the anticipated range of impacts to be analyzed within the Draft EIR. The NOP and Initial Study were distributed for a 30-day public review period from July 8, 2022 through August 8, 2022.

In addition, a public scoping meeting was held on July 21, 2022 at 6:00 p.m. at the City of Norwalk Council Chambers located at 12700 Norwalk Boulevard, Norwalk, California 90650. The scoping meeting's purpose was to:

- Inform the public of the proposed project and the City's intent to prepare an EIR;
- Present an overview of the CEQA EIR process;
- Review the topics to be addressed in the EIR; and
- Receive public comments on issues of concern and environmental topics to be addressed in the EIR.

The NOP comments are provided in Appendix 11.2, *Notice of Preparation/Initial Study Comment Letters*, and have been addressed in each appropriate topical area of this EIR. Issues raised in the NOP comments are summarized below:

- Land use impacts associated with the project, specifically increased density with the introduction of residential uses, the need for neighborhood-serving commercial (refer to Section 5.1, *Land Use and Planning*);
- Consistency with regional and local demographic and growth forecasts, including consistency with the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals and policies (refer to refer to Section 5.1, *Land Use and Planning*);
- Project compliance with Assembly Bill (AB) 52 and Senate Bill (SB) 18 regarding potential adverse changes in the significance of a historical resource, as well as consultation with California Native American tribes regarding tribal cultural resources (refer to Section 5.3, *Tribal and Cultural Resources*);
- Potential hazardous materials impacts and consideration of the Department of Toxic Substances Control (DTSC) as responsible agency under CEQA (refer to Section 5.6, *Hazards and Hazardous Materials*);
- Project impacts on existing traffic and parking conditions and concerns regarding the reduction of construction worker-associated vehicle miles traveled (refer to Section 5.7, *Transportation*);
- Maintenance of emergency access points and evacuation roadways, and on-site fire access and water system requirements (refer to Section 5.7, *Transportation* and Section 5.13, *Public Services/Recreation*);
- Connectivity to existing recreational facilities within the project area (refer to Section 5.13, *Public Services/Recreation*);

- Concern regarding proposed security features and increased need for police services/facilities (refer to Section 5.13, *Public Services/Recreation*);
- Project impacts on existing and available sewage treatment capacity (refer to Section 5.14, *Utilities and Service Systems*); and
- Existing animal/pest species on-site that could move to adjacent properties (refer to Section 8.0, *Effects Found Not To Be Significant*).

2.4 FORMAT OF THE EIR

The Draft EIR is organized into the following sections:

- Section 1.0, *Executive Summary*, provides a brief project description and summary of the environmental impacts and mitigation measures.
- Section 2.0, *Introduction and Purpose*, provides CEQA compliance information.
- Section 3.0, *Project Description*, provides a detailed project description indicating project location, background, and history; project characteristics, phasing, and objectives; as well as associated discretionary actions required.
- Section 4.0, *Basis of Cumulative Analysis*, describes the approach and methodology for the cumulative analysis.
- Section 5.0, *Environmental Analysis*, contains a detailed environmental analysis of the existing conditions, existing regulatory setting, potential project impacts, potential cumulative impacts, recommended mitigation measures, and significant unavoidable impacts (if any) for the following environmental topic areas:
 - Section 5.1, *Land Use and Planning*;
 - Section 5.2, *Aesthetics/Light and Glare*;
 - Section 5.3, *Tribal and Cultural Resources*;
 - Section 5.4, *Geology and Soils*;
 - Section 5.5, *Hydrology and Water Quality*;
 - Section 5.6, *Hazards and Hazardous Materials*;
 - Section 5.7, *Transportation*;
 - Section 5.8, *Air Quality*;
 - Section 5.9, *Greenhouse Gas Emissions*;
 - Section 5.10, *Energy*;
 - Section 5.11, *Noise*;

- Section 5.12, *Population and Housing*;
- Section 5.13, *Public Services and Recreation*; and
- Section 5.14, *Utilities and Service Systems*.
- Section 6.0, *Other CEQA Considerations*, discusses long-term implications of the proposed action. Irreversible environmental changes that would be involved in the proposed action, should it be implemented, are considered. The project’s growth-inducing impacts, including the potential for population growth, is also discussed.
- Section 7.0, *Alternatives to the Proposed Project*, describes a reasonable range of alternatives to the project or its location that could avoid or substantially lessen the project’s significant impact and still feasibly attain the basic project objectives.
- Section 8.0, *Effects Found Not To Be Significant*, explains potential impacts that have been determined not to be significant.
- Section 9.0, *Organizations and Persons Consulted*, identifies all Federal, State, and local agencies, other organizations, and individuals consulted.
- Section 10.0, *Bibliography*, identifies reference sources for the EIR.
- Section 11.0, *Appendices*, contains the project’s technical documentation.

2.5 RESPONSIBLE AND TRUSTEE AGENCIES

Certain projects or actions undertaken by a Lead Agency require subsequent oversight, approvals, or permits from other public agencies in order to be implemented. Such other agencies are referred to as Responsible Agencies and Trustee Agencies. Pursuant to *CEQA Guidelines* Sections 15381 and 15386, as amended, Responsible Agencies and Trustee Agencies are respectively defined as follows:

“Responsible Agency” means a public agency, which proposes to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term “Responsible Agency” includes all public agencies other than the Lead Agency, which have discretionary approval power over the project. (Section 15381)

“Trustee Agency” means a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California. Trustee Agencies include:

- a) The California Department of Fish and Game with regard to the fish and wildlife of the state, to designated rare or endangered native plants, and to game refuges, ecological reserves, and other areas administered by the department;*
- b) The State Lands Commission- with regard to state owned “sovereign” lands such as the beds of navigable waters and state school lands;*
- c) The State Department of Parks and Recreation with regard to units of the State Park System;*
- d) The University of California with regard to sites within the Natural Land and Water Reserves System. (Section 15386)*

Responsible and Trustee Agencies and other entities that may use this EIR in their decision-making process or for informational purposes include, but may not be limited to, the following:

- Department of Toxic Substances Control;
- Los Angeles Regional Water Quality Control Board;
- South Coast Air Quality Management District;
- Golden State Water Company;
- Central Basin Municipal Water District;
- Los Angeles County Sanitation Districts;
- Los Angeles County Flood Control District; and
- Los Angeles County Fire Department.

2.6 INCORPORATION BY REFERENCE

Pertinent documents relating to this EIR have been cited in accordance with *CEQA Guidelines* Section 15150, which encourages incorporation by reference as a means of reducing redundancy and the length of environmental reports. The following documents are hereby incorporated by reference into this EIR. These documents are available for review at the City of Norwalk City Hall, located at 12700 Norwalk Boulevard, Norwalk, California, 90650.

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

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

- Land Use;
- Community Design;
- Housing;
- Circulation;
- Noise;
- Safety;
- Conservation;

- Educational and Public Housing; and
- Utility Infrastructure.
- *Norwalk Municipal Code (current through Ordinance 23-1742 and the July 2023 code supplement)*. The *Norwalk Municipal Code* (Municipal Code) consists of all the regulatory and penal ordinances and administrative ordinances of the City of Norwalk. The Municipal Code is one of the City’s primary tools to implement control of land uses, in accordance with General Plan goals and policies. The Norwalk Zoning Code, included as Municipal Code Title 17, *Zoning* (Zoning Code), provides the legislative framework to implement and enhance the General Plan by classifying and regulating the uses of land and structures within the City. Additionally, Municipal Code Title 15 Buildings and Construction, specifies rules and regulations for construction, alteration, and building for uses of human habitation.

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3.0 PROJECT DESCRIPTION

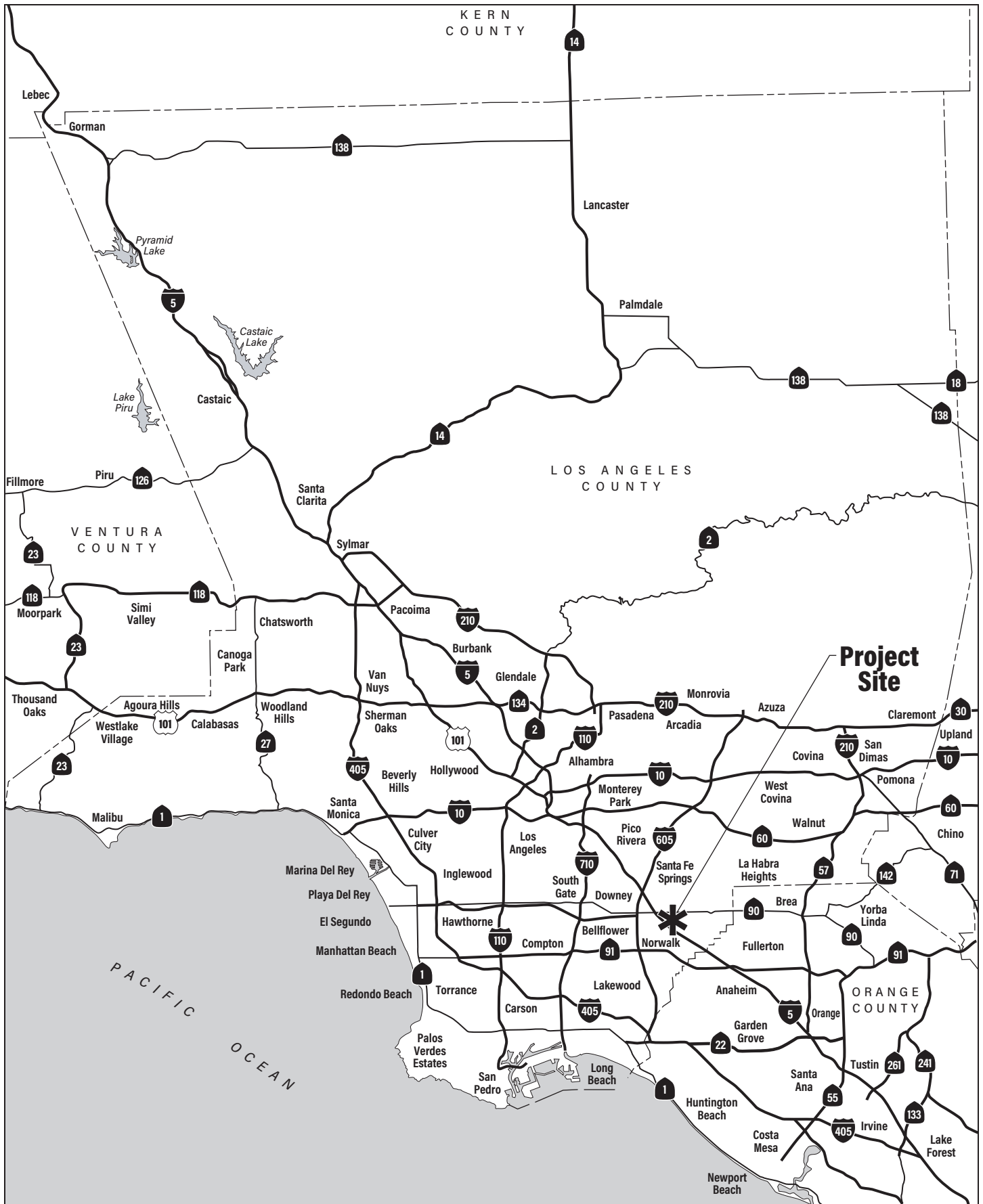
3.1 PROJECT LOCATION

The proposed Norwalk Transit Village (project) site is located at 13200 Bloomfield Avenue, in the City of Norwalk. The City of Norwalk (City) is located in the southeastern portion of Los Angeles County; refer to [Exhibit 3-1, *Regional Vicinity*](#). Surrounding cities include the City of Santa Fe Springs to the north, the City of La Mirada to the east, the City of Cerritos to the south, and the City of Downey to the west.

The project site is generally situated between Imperial Highway to the north, Zimmerman Park and the Union Pacific Railroad to the east, and Bloomfield Avenue to the west; refer to [Exhibit 3-2, *Site Vicinity*](#). The project site (Assessor's Parcel Number [APN] 8045-008-902) is located within a predominantly residential area, with a residential townhome community to the north (Norwalk Manor); a 9.4-acre public park (Zimmerman Park) to the east; single-family residential units, a senior residential community, and a hospital (Norwalk Community Hospital) to the south; and single-family residential units to the west, across Bloomfield Avenue. Surrounding urban development includes a mix of commercial, residential, and institutional uses. Regional access to the site is provided via Interstate 5 (I-5). Local access is provided via Imperial Highway and Bloomfield Avenue. Additionally, transit access is available for the project site via the Norwalk-Santa Fe Springs Metrolink Station, located approximately 0.2 miles north of the project site.

3.2 ENVIRONMENTAL SETTING

The project site is currently developed with 27 buildings (with ancillary structures) and was, until early 2022, being utilized by the California Department of State Hospitals as a temporary hospital facility. The 32.3-acre project site was originally utilized as a facility for the California Division of Juvenile Justice (formerly known as the California Youth Authority [CYA]). On-site structures (constructed in 1950) feature low, detached modular buildings set around centralized recreational fields, emphasizing outdoor space. The centers were secure and fireproof, with construction materials largely consisting of concrete and brick. Other on-site structures include ancillary structures for expanded dormitories, kitchens, and learning spaces. While the majority of on-site structures were utilized for institutional purposes, there are also three vacant single-family residences on-site that were used for on-site employee housing. The project site includes multiple unpaved vacant areas, two open space fields, and a track and field. The site is accessed via two on-site driveways at Bloomfield Avenue. On-site ornamental landscaping includes ornamental trees and shrubs throughout.





Source: Google Earth Pro, June 2022

GENERAL PLAN DESIGNATION AND ZONING

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

The General Plan also identifies the project site as one of the City’s Opportunity and Special Site Studies (Opportunity Site). An Opportunity Site is one that inhibits both a current issue and future opportunity for redevelopment into a more neighborhood- and City-serving space. The former CYA facility qualifies as an Opportunity Site given its incompatibility with surrounding residential uses. The General Plan recommends that the site be redeveloped into a residential community incorporating a variety of housing types, including common open space and recreational facilities, potentially under the governance of a Specific Plan. Given the site’s proximity to existing transit, employment, and shopping, it is recommended that circulation connectivity and alternative forms of mobility be considered to enhance the prospective residential community.

SURROUNDING LAND USES

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

- *North:* Multi-family residential (Norwalk Manor Condominium Complex and Solterra at Civic Center Apartments) and public facility (Norwalk-Santa Fe Springs Metrolink station) uses are present to the north of the project site. These land uses are designated High Density Residential and Institutional. These parcels are zoned Multiple Family High Density (R4), Institutional (I) with Public Facilities (PF) Overlay, and Specific Plan Area/Planned Development (SPA) with PF Overlay.
- *East:* The project site is bounded to the east by Zimmerman Park, which is designated Open Space/Public Facilities and zoned Open Space/Schools/Public Facilities (OS). The Metrolink railroad right-of-way is also located farther east of the project site.
- *South:* A combination of single-family residential units, Soroptimist Village retirement home, Norwalk Community Hospital, Village Baptist Church, and a medical/office building are situated south of the project site. These land uses are designated Low Density Residential, High Density Residential, and Professional Office Space. These parcels are zoned Single Family Residential (R1), Multiple Family High Density Residential (R3), and Commercial & Office (CO), respectively.
- *West:* Bloomfield Avenue bounds the project site to the west. Further west, single-family residential uses are present. These land uses are designated Low Density Residential and zoned Single Family Residential (R1).

3.3 PROJECT BACKGROUND AND HISTORY

The project site was originally developed in 1943 as an all-male youth correctional facility operated by the CYA. The CYA (now known as the California Division of Juvenile Justice [DJJJ]) is a division of

the California Department of Corrections and Rehabilitation that provides education and trauma informed treatment to California’s youthful offenders up to the age of 25 who have the most serious criminal backgrounds and most intense treatment needs. As such, the Norwalk CYA facility provided academic and vocational education, medical care, and treatment programs, as well as substance abuse and mental health needs to inmates. In 2011, the CYA facility operations ceased, and the project site remained vacant until 2019, at which time the facility was temporarily utilized by the California Department of State Hospitals (DSH) due to the Coronavirus Disease (COVID-19) pandemic.

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

Existing law authorized the Director of DGS to sell or lease the project site to the County of Los Angeles by January 1, 2015, at market value upon terms and conditions and subject to reservations and exceptions the Director determined were in the best interests of the State, and, after January 1, 2015, authorizes the Director to sell the property to any other party at market value through a competitive bid process.

Assembly Bill (AB) 518, which was enacted in 2020 and effective January 1, 2021, authorizes the Director, until January 1, 2025, to sell the property to the City of Norwalk at fair market value upon terms and conditions the Director determines are in the best interests of the State. The bill authorizes the director, notwithstanding those provisions, to sell the property below fair market value for purposes of providing housing to persons and families of low or moderate income. The bill, after January 1, 2025, authorizes the Director to dispose of the property in accordance with specified procedures and priorities otherwise applicable to the disposal of surplus property by DGS. The bill exempts the sale of the property from the California Environmental Quality Act (CEQA).

Under the provisions of Assembly Bill (AB) 518, which amended Government Code Section 11011.28, the City is pursuing the purchase of the project site from the State and proposes a Specific Plan and mixed-use development (the subject of this Environmental Impact Report [EIR]).

3.4 PROJECT CHARACTERISTICS

The project proposes the Norwalk Transit Village Specific Plan (Specific Plan) and Tentative Tract Map to allow the demolition of the former CYA facility and construction of a mixed-use transit-oriented community with a mix of retail, hospitality, multi-family residential uses, and park/open space land uses. The proposed Specific Plan would establish development guidelines and standards that would be used to regulate basic planning and development concepts for future development within the project site.

The proposed Specific Plan would allow the following within eight Planning Areas:

- A new neighborhood commercial center encompassing approximately 3.06 acres of the site. The commercial center (approximately 66,647 square feet of building area) would be situated in the westerly portion of the project adjacent to Bloomfield Avenue. The neighborhood

commercial center would include non-residential uses at a maximum floor-to-area ratio (FAR) of 0.5, as well as an approximately 150-key hotel. The 0.5 FAR excludes the hotel use.

- Residential blocks would allow up to 770 residential units (at a density that ranges between 20 to 85 dwelling units per acre [du/ac]) that would consist of the following:
 - A mix of multi-family units, apartments, and townhomes;
 - At least 40 percent of the total number of residential units in the project as affordable, compliant with the Surplus Land Act exemption per AB 518; and
 - Each residential block would be permitted to contain up to 3,500 square feet of ground floor ancillary commercial uses allowing a maximum of 13,500 square feet of ancillary commercial/quasi-civic uses such as childcare and community services in total for the project.
 - The ancillary commercial uses allowed within the residential blocks is in addition to the non-residential commercial uses allowed in Planning Area 1
- Open space would be provided through a combination of common and private, active and passive recreation areas, including a 1.56-acre park and 2.06 acres of linear parks; the 2.06 acres would be comprised of a 1.53-acre linear park and a 0.28-acre contiguous dog run.
- A 0.25-acre pump station is conceptually located in the northeast portion of Planning Area 8.

NORWALK TRANSIT VILLAGE SPECIFIC PLAN

The Norwalk Transit Village Specific Plan (Specific Plan) would guide the development of a mixed-use transit-oriented development at the project site with a mix of office/retail, multi-family residential uses, and park land uses. Transit-oriented development is a compact, walkable, high-density mixed-use residential and commercial area located within 0.25- to 0.5-miles of a transit station, incorporating features to encourage transit use throughout the day such as a mix of uses, high-quality pedestrian and bicycle access, narrow streets, and reduced parking requirements. The proposed Specific Plan includes land use types such as residential, restaurant, hotel, and ground floor active commercial/quasi-public spaces and would prioritize transit access.

The Specific Plan is intended to provide an orderly and efficient development of the project site, in accordance with the provisions of the *City of Norwalk General Plan* (General Plan). The Specific Plan would serve both planning and regulatory functions including land use regulations, circulation patterns, public facilities/infrastructure, and development standards. All future development within the Specific Plan would be subject to compliance with the Specific Plan regulations, as well as other applicable Norwalk Municipal Code (Municipal Code) regulations.

The analyses of impacts in this Draft EIR are based upon the maximum potential development under the proposed Specific Plan, as described under the “Land Use Plan and Development Standards” discussion below (up to 770 residential units, 80,147 square feet of commercial uses, 150 hotel rooms, and 3.62 acres of open space). The development scenario analyzed in the EIR represents a reasonable

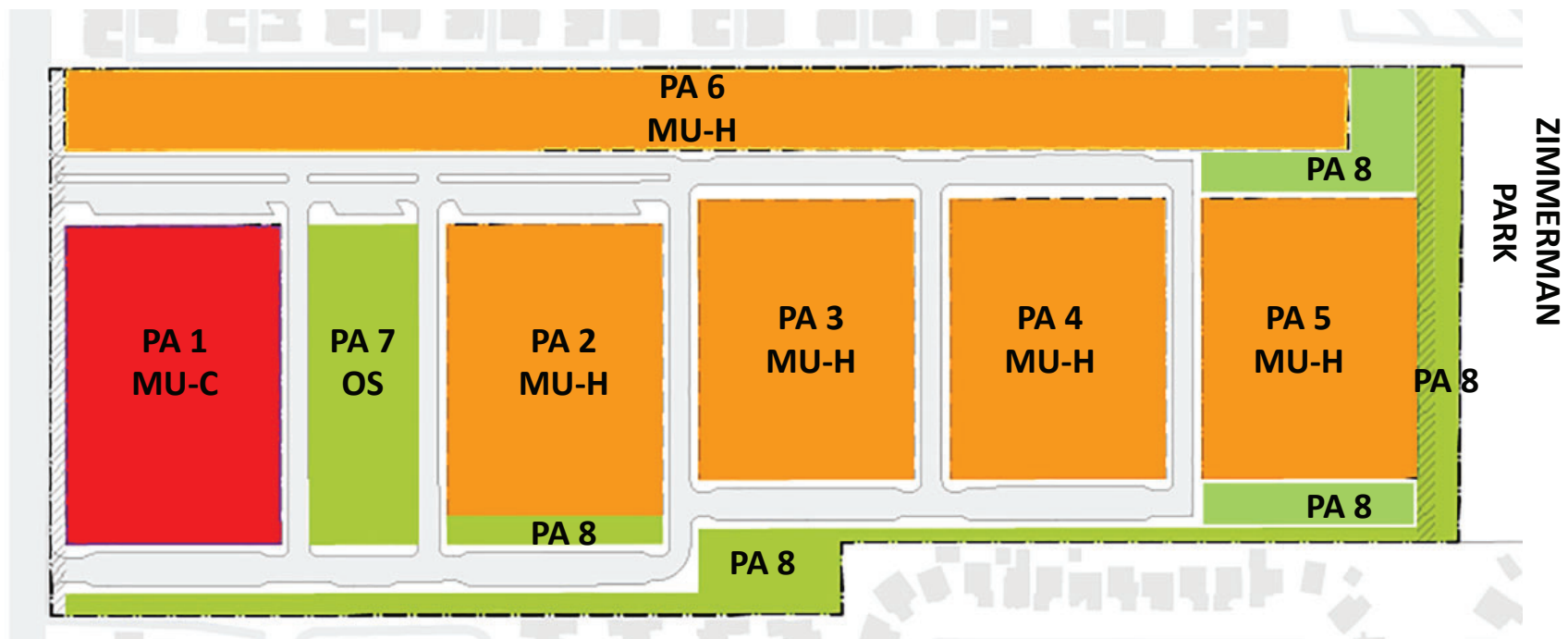
scenario of how buildout of the project site may appear based on market conditions and existing and planned primary uses. It must be noted, however, that actual development would be governed by the requirements of the proposed Specific Plan.

Land Use Plan and Development Standards

To support the connectivity between the project site, the Metrolink Station, City Hall, and Zimmerman Park, a mix of land uses have been incorporated into the plan to create a vibrant project that is cohesive with and benefits the existing neighborhood. The proposed mixed-use concept features market rate and affordable high-density housing, both rental and for-sale, an approximately 150-key hotel, commercial uses (e.g., restaurants), and open spaces (e.g., parks, trails) in eight Planning Areas. The following land use designations would be established by the proposed Specific Plan, which are illustrated on [Exhibit 3-3, *Land Use Plan*](#):

- **Mixed Use High Density Residential (MU-H)** – The Norwalk Transit Village would primarily consist of high density, transit oriented residential uses at a density that ranges between 20 to 85 du/ac with a maximum of 770 residential units for the entire Specific Plan area. This includes market-rate and affordable multi-family dwellings, including apartments, stacked flats, townhomes, and similar building configurations. Single-family and two-family dwellings are not permitted in this district. To achieve a vibrant public realm and support a walkable neighborhood, up to 3,500 square feet of active commercial uses are permitted on the ground floor level of developments within each Planning Area.
- **Mixed Use Commercial (MU-C)** – The Norwalk Transit Village would provide neighborhood-serving commercial uses, such as restaurants and businesses that provide goods and services that people would frequently use to take care of their personal and household needs. Examples include small grocery stores/markets, eating and drinking establishments, dry cleaners, and hospitality uses. No residential uses are permitted in this district.
- **Open Space (O)** – A publicly accessible network of parks and linear parks/greenways would run through the Norwalk Transit Village site and connect it to Zimmerman Park. A variety of community and wellness-oriented amenities that promote health, social, and mental well-being would be distributed throughout the open space network. Examples of those amenities may include a tot lot with play structures, shade structures, walking trails, par course or fitness equipment, community gathering areas, community gardens, outdoor seating, dog runs, etc.

The Land Use Plan has been organized by Planning Areas (PAs) for the purpose of land use planning. As noted above, the proposed Specific Plan encompasses eight PAs; refer to [Exhibit 3-3](#), identifies the anticipated build out assumptions for the proposed project by land use designation. The proposed Specific Plan Section 2.5, *Permitted Uses*, identifies permitted uses within each land use designation.



LEGEND

- Mixed Use - Commercial
- Mixed Use - High Density Residential
- Open Space (includes fire lanes, pump station)

**Table 3-1
Land Use Development Summary**

Land Use	PA 1	PA 2	PA 3	PA 4	PA 5	PA 6	PA 7	PA 8	Total
Mixed Use High Density Residential (MU-H) – Units¹									
Residential ¹		20-85 units per acre	20-85 units per acre	20-85 units per acre	20-85 units per acre	20-85 units per acre ²			770
Active Commercial (square feet)		2,500	2,500	2,500	3,500	2,500			13,500
Mixed Use Commercial (MU-C) – Rooms/Square Footage									
Hotel (rooms)	150								150
Neighborhood Commercial (0.5 FAR) (square feet)	66,647								66,647
Open Space (O) – Acreage									
Park (acres)							1.56		1.56
Trail/park (acres)								2.06	2.06
<i>Total Residential Units</i>	--	--	--	--	--	--			770
<i>Total Commercial Square Footage</i>	66,647	2,500	2,500	2,500	3,500	2,500			80,147
<i>Total Hotel Rooms</i>	150								150
<i>Total Open Space Acreage</i>							1.6	2.1	3.7
<i>Total Gross Acreage</i>	3.1	2.8	2.7	2.7	2.7	4.7	1.6	2.1	22.3
<i>Streets and Sidewalks (acres)</i>									8.8
<i>Promenade/Fire Lane (acres)</i>									0.9
<i>Right-of-Way Dedication (acres)</i>									0.4
<i>Total Gross Acreage²</i>									32.3
Notes: PA = Planning Area; FAR = Floor Area Ratio									
1. Residential uses within Planning Areas 2-6 may be Multi-family residential units such as Apartments or Townhomes. At least 40 percent of the total residential units in the Specific Plan must be affordable.									
2. Planning Area PA 6 has a maximum height limit of 35 feet and three stories.									
2. All Planning Areas are conceptual in size. Precise Planning Area acreages will be determined at the time of tentative tract map.									

Development Standards

The proposed Specific Plan Section 2.6, *Development Standards*, includes standards and provisions for the use of land within the Specific Plan area. Development standards identified include maximum densities, floor area, heights, façade length, and retaining wall dimensions, as well as minimum site permeability, open space, encroachments, and setbacks. Required built-to-line setbacks are also included. These standards govern all land uses and activities. New land uses and structures, and alterations to existing land uses and structures, would be designed, constructed, and/or established in compliance with the requirements of these standards, in addition to applicable land-use designation specific and general development standards. Table 3-2, *General Development Standards*, identifies

standards for density and floor area, building height, site permeability and open space, setbacks, and building massing for each proposed land use designation under the proposed Specific Plan.

**Table 3-2
General Development Standards**

Standard		Land Use Designation		
		MU-CC	MU-H	O
Density and Floor Area				
Residential density ¹	<i>range</i>	Not applicable	20-85 du/ac	Not applicable
Floor area ratio	<i>range</i>	2.25 ¹	1-2.25	Not applicable
Hotel rooms	<i>max.</i>	150	Not applicable	Not applicable
Building Height Limit²				
Stories	<i>range</i>	5	3-5	None
Structural height	<i>max.</i>	65 feet	65 feet ²	35 feet
Stepback	<i>min.</i>	8 feet above 4 stories	8 feet above 4 stories	None
Site Permeability and Open Space				
Permeable site area ³	<i>min.</i>	10%	20%	Not applicable
At-grade publicly accessible open space ⁴	<i>min.</i>	5,250 square feet	5,250 square feet	Not applicable
Setbacks				
Front setback	<i>min.</i>	10 feet	10 feet	Not applicable
Front setback	<i>max.</i>	12 feet	12 feet (15 feet for townhomes)	Not applicable
Building Massing				
Façade length before massing break	<i>max.</i>	225 feet	225 feet	None
Façade length before articulation	<i>max.</i>	125 feet	125 feet	None
1. Neighborhood commercial in PA 1 is limited to 0.5 FAR and the hotel is limited to 150 keys. The hotel is excluded from 0.5 FAR. 2. Planning Area PA 6 has a maximum height limit of 35 feet and three stories. 3. Site permeability must be met for each planning area. 4. At grade publicly accessible open space must be met for each residential planning area excluding Planning Area PA 6 and/or townhomes				

PARKING AND LOADING

The Specific Plan would include minimum parking requirements (refer to Specific Plan Table 2.6, *Vehicular Parking Requirements*). Unbundled parking options for residents are allowed in the project area. In addition, up to one-half of the commercial parking spaces provided at the multi-family buildings may be shared with residential guest parking. Neighborhood parking may have surface (visitor) stalls provided for compact cars. All residents would be required to park in their assigned stalls and not park on adjacent/off-site residential streets. Parking would be required to be monitored by management, such as through a parking permit system. Electric vehicle (EV) charging stations would be required to

be provided in compliance with the California Green Building Standards Code (CALGreen). Bicycle parking would also be required.

For multi-family buildings, two temporary loading spaces would be located adjacent to each building (time-signed and shared where parallel parking is provided) as convenient to the building elevator as possible and regulated by management operations. A convenient ride share/passenger pick-up and drop-off area would also be provided adjacent to the proposed publicly accessible park located in PA 7. Port cocheres and similar on-site vehicular areas would be located within parking structures or enclosed courtyards; port cocheres would not be permitted in setbacks or open spaces visible from a public street. Tenant move-in loading areas would be located within parking structures or enclosed courtyards as well.

USABLE OPEN SPACE

Usable open space would be required to be provided throughout the project site in a combination of private open space, common areas, and publicly accessible open space, based on standards in Specific Plan Table 2.7, *Usable Open Space Requirements*, and Specific Plan Section 2.8.1, *Additional Open Space Provisions*. Accordingly, the Specific Plan would require a minimum of 125 square feet of usable open space per unit (for studio and one-bedroom units) and 150 square feet of usable open space per unit (for two- and three-bedroom units).

LANDSCAPE STANDARDS

The perimeter landscape is intended to encourage walkability and pedestrian use and would be designed to complement the streetscape character. Internal streetscape design would encourage pedestrian connectivity to internal and external roadways, the publicly accessible plaza and park areas, and the plaza and park areas dedicated to the community. The irrigation system would be required to be designed and constructed to meet and/or exceed model water efficient landscape ordinances (MWELo). Future landscaping would also be subject to the existing *Norwalk Municipal Code* (Municipal Code) Chapter 17.03, Article 1, *Landscape Standards*. The following additional standards contained within Specific Plan Section 2.8, *Landscape Standards*, shall apply:

1. Landscaping shall not interfere with pedestrian movement or impede the visibility of businesses and signage.
2. All street trees adjacent to a sidewalk shall be selected and installed to limit the potential of root systems to affect sidewalks.
3. All portions of setbacks not covered by permitted encroachments, pedestrian walkways, or driveways shall be landscaped.

SIGNAGE

All signs proposed for the project would be governed by a comprehensive sign program that would provide internal consistency in design style and direction for placement and size of signs, including a standardized wayfinding program. The comprehensive sign program would also include provisions that ensure that lighting from signs do not significantly intrude upon or impact adjacent residential uses. The comprehensive sign program would be required to be submitted after approval of the

Specific Plan for review and approval by Director of Community Development pursuant to the Specific Plan, as a part of the ministerial review and approval process.

LIGHTING

A detailed safety, lighting, and signage lighting plan would be required to be submitted and approved by the Director of Community Development, prior to issuance of a building permit, where the plan would discuss strategies for avoiding spillover lighting and to ensure pedestrian safety.

FIRE STANDARDS

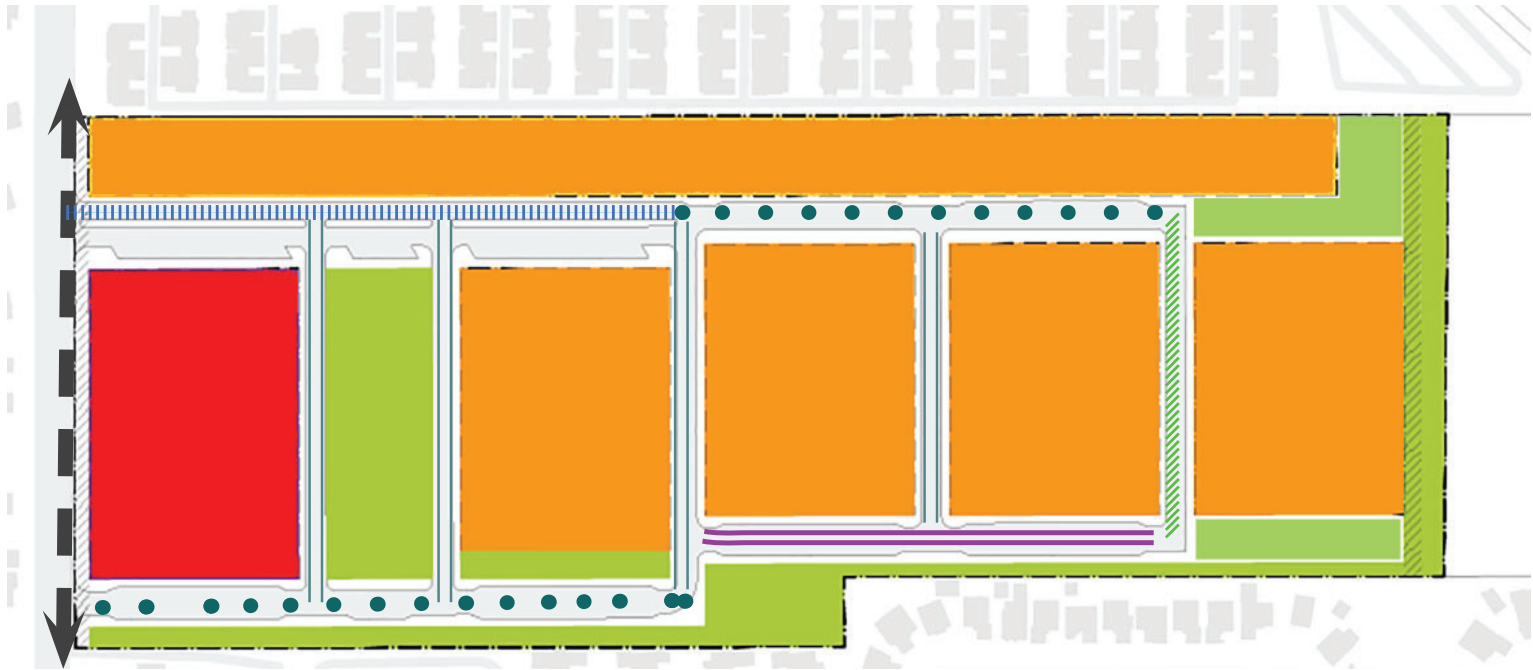
The Specific Plan includes standards to ensure compliance with and provide access for fire protection services from the County of Los Angeles Fire Department (LACFD). It would be required that LACFD be provided access, including gate access, throughout project construction and in all weather conditions during project operation. Standards would include vehicular access to required fire hydrants, that fire-department- or City-approved street signs and building access numbers are provided prior to occupancy, and that residential and mixed-use buildings over 5,000 square feet provide sprinkler systems as required.

TRASH AND RECYCLING

Standards for waste management in the Specific Plan area would require that trash and recycling locations be convenient and, whenever feasible, should be adjacent to or incorporated within the same collection areas. Recycling areas serving multifamily residential developments must be located within 500 feet of each unit. Trash areas serving multifamily or commercial buildings must be enclosed within a building or constructed of solid masonry material with a decorative exterior surface finish, with a minimum height of six feet. All centralized trash and recycling areas must include a four-inch concrete pad.

Circulation and Mobility

The project site is accessed via Bloomfield Avenue to the west, but is essentially landlocked by residential uses to the north and south and Zimmerman Park to the east; refer to Exhibit 3-4, *Vehicular Circulation Concept*. A new signalized entry and two non-signalized entries are planned off Bloomfield Avenue. The northern-most driveway would be signalized. The northern non-signalized entry would be right-in/right-out only, while the southern-most non-signalized entry would only have restricted access for left-out movements. Bloomfield Avenue is classified as a Major Highway but is not improved to full width. Off-site improvements to Bloomfield Avenue would include roadway dedication, new or modified driveways into the Specific Plan area, modification to the raised median to allow full turn movements into the site, and streetscape improvements (e.g., landscaped parkways, pedestrian walkways, bus transit stops, street furniture, and widened pedestrian zones). The proposed Specific Plan aims to reduce the reliance on single occupant passenger vehicles and, as such, the site design aims to maximize pedestrian and bicyclist connectivity between the diverse uses within the project area. Class II and III bike lanes are included within all on-site roadways and would connect to the existing future city-wide bicycle system.



LEGEND

- ← — — — — — → Bloomfield Avenue
- ||||| Northern East-West Street
108-foot ROW
- ● ● ● ● East-West Streets
74-foot ROW
- ==== East-West Street - Adjacent to Linear Park
74-foot ROW
- ==== North-South Streets
50-foot ROW
- //// Fire Lane/Promenade - Zimmerman Park
Interface

**Conceptual rendering for illustrative purposes only*

Pedestrian circulation would be provided throughout the project area via walkways and linear parks. Pedestrian crossings would be required to be provided throughout the project site, including the proposed traffic signal on Bloomfield Avenue.

The project site is in proximity to the Norwalk-Santa Fe Springs Metrolink Station, which is approximately 0.2 miles northeast (or a 0.5 mile walk). The Norwalk Transit System (NTS) offers seven fixed commuter bus routes within Norwalk and the surrounding communities, including Artesia, Bellflower, Cerritos, La Habra, La Mirada, Santa Fe Springs, Whittier, and unincorporated areas of Los Angeles County. The project site sits on Route 3: Gateway Plaza, Norwalk & 166th of the NTS. NTS can be used to access two other transit stations: the Norwalk Greenline station and the Los Angeles Metro-Norwalk Station.

Infrastructure and Public Services

The proposed project would install the appropriate infrastructure backbone to support development at the project site. Exhibits 3-5 through 3-8, *Proposed Utility Infrastructure*, depict the proposed water lines, sanitary sewer lines, and storm drain system, as well as dry utilities (including natural gas lines, electrical lines, and communication lines) proposed as part of the project.

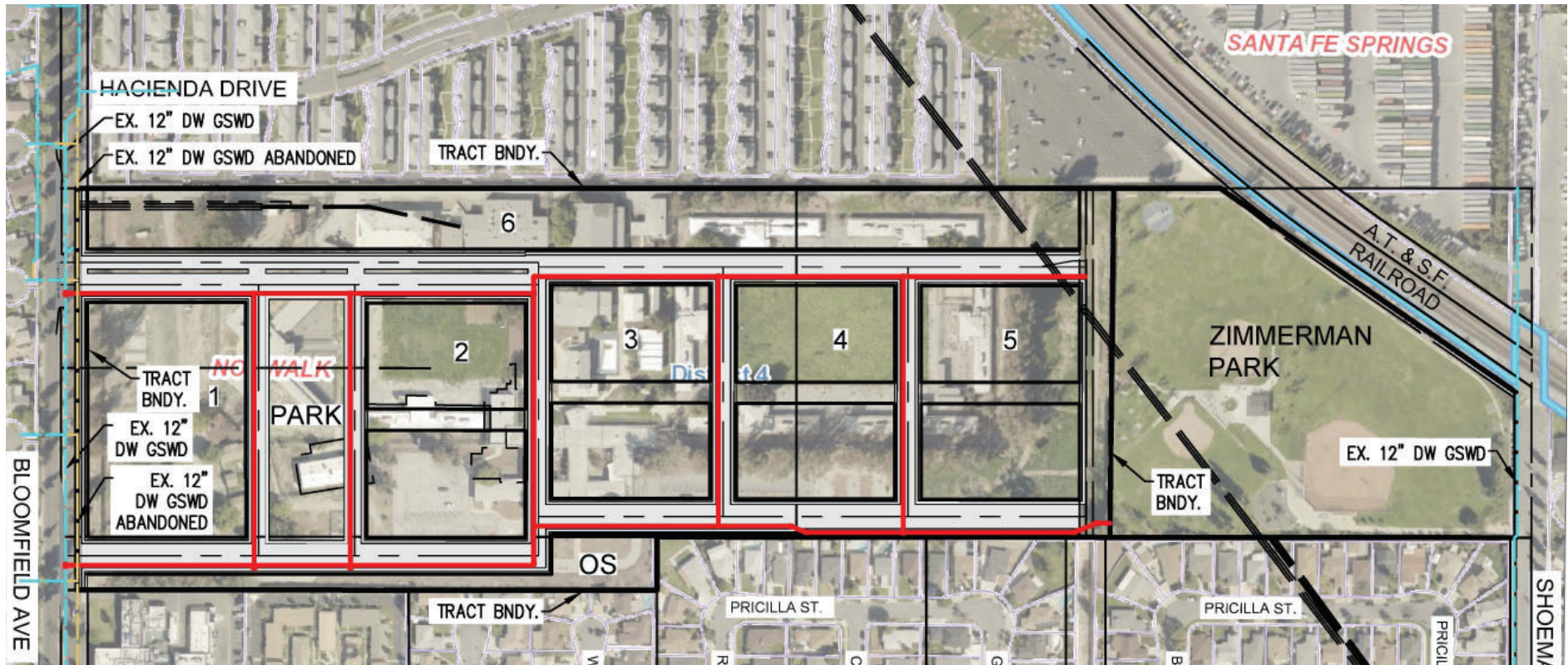
DOMESTIC AND RECLAIMED WATER

Golden State Water Company (GSWC) is the domestic water service provider for the project site, while Liberty Utility is the water service provider for Zimmerman Park. Central Basin Municipal Water District (CBMWD) provides reclaimed water to the general area. Existing 12-inch domestic water and 12-inch reclaimed water lines are present in Bloomfield Avenue.

The project would require construction of new, on-site water distribution lines to serve the new buildings and facilities of the proposed project; refer to Exhibit 3-5 and Exhibit 3-6. New 12-inch domestic water lines would be installed concurrently with street improvements. Water connections to buildings for potable and fire protection purposes would be made prior to certificate of occupancy. Reclaimed water would be used on-site for irrigation and proposed water features. New 6-inch reclaimed water lines would be installed concurrently with street improvements.

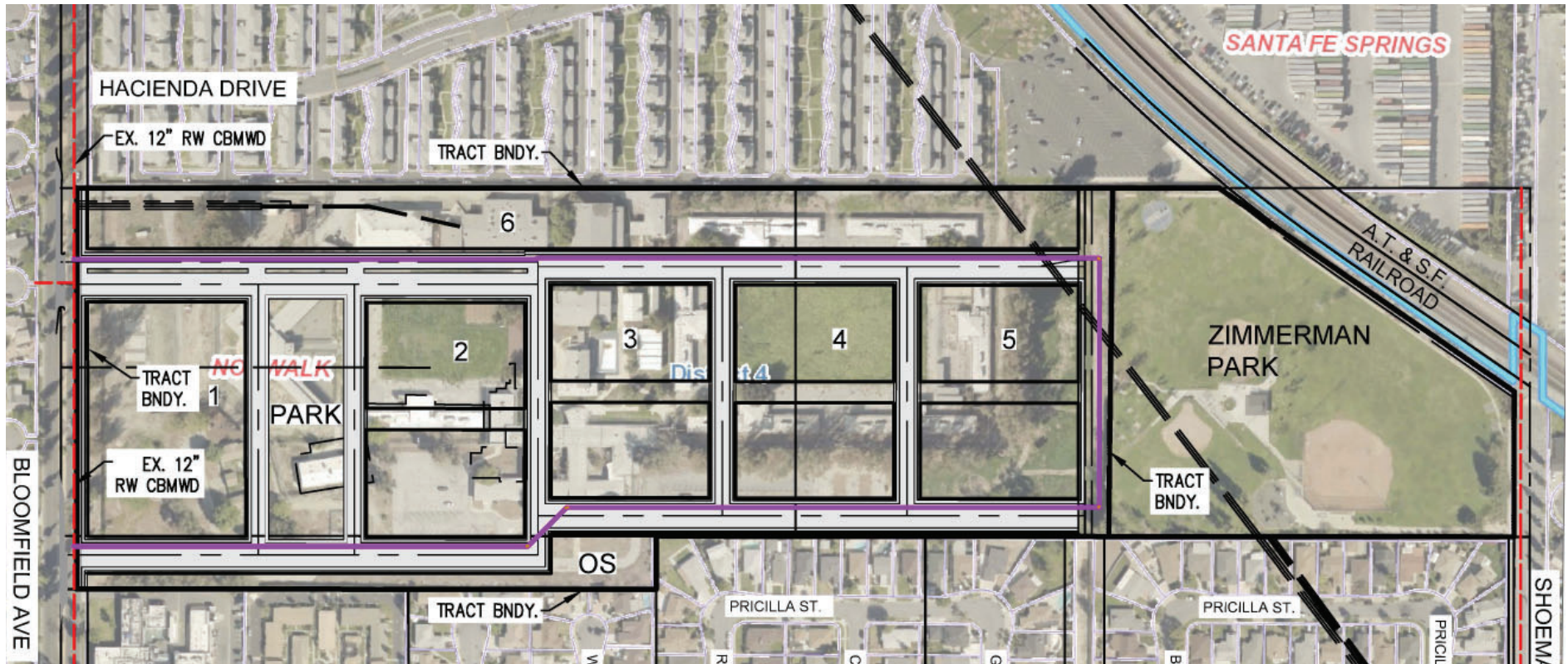
SEWER

The Los Angeles County Sanitation Districts (LACSD) operates and maintains the wastewater system that serves the project site. The on-site system would include a new sewer lift station (a capacity of 350 gallons per minute [gpm]; or 504,000 gallons per day [gpd]). The new sewer lift station would include a sump tank with a pumping system, as well as a backup generator. The lift station would be designed to pick up sanitary flows from points of connection at each building to a new 8-inch sewer main to be installed concurrent with street improvements; refer to Exhibit 3-7. Sewer connections to buildings would be made prior to certificate of occupancy.



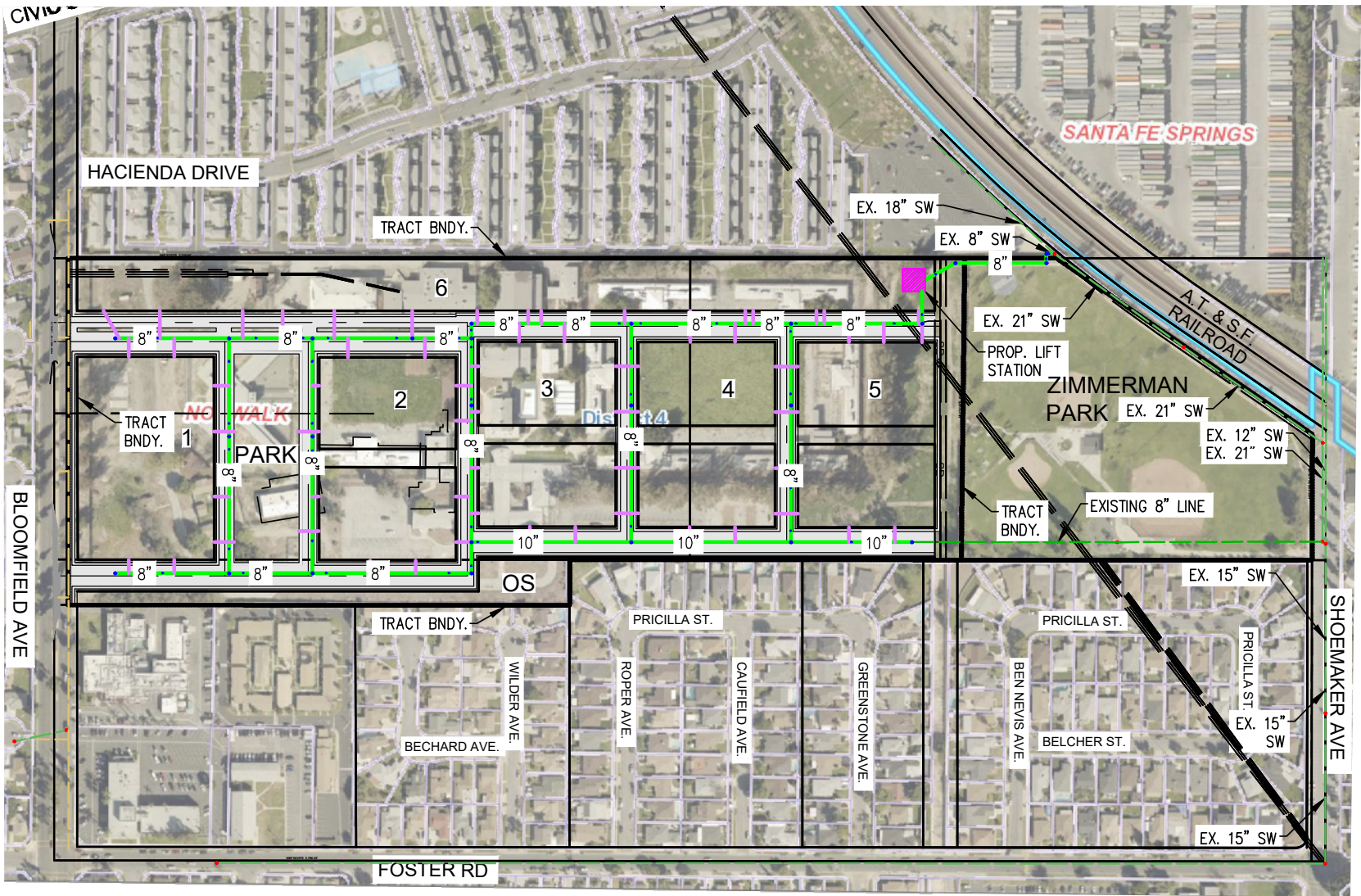
LEGEND:

- EX. 12" DW GSWD
- EX. 12" DW GSWD ABANDONED
- PROP. 12" DW GSWD



LEGEND:

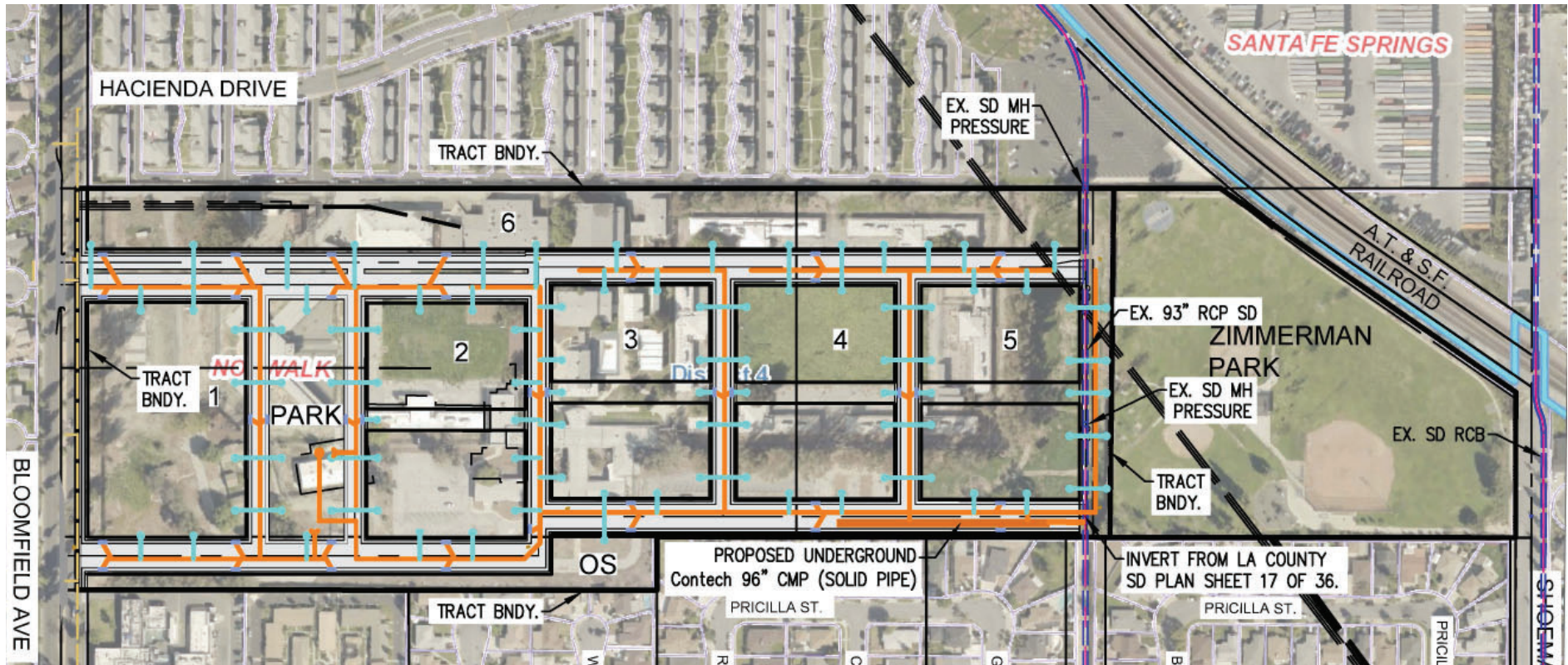
- - - EX. 12" RW CBMWD
- PROP. 12" RW






LEGEND:

- EX. SANITARY SEWER
- PROP. SANITARY SEWER
- PROP. SANITARY SEWER LATERAL

Source: David Evans & Associates, Inc., December 2023



LEGEND:

-  EX. STORM DRAIN
-  PROP. STORM DRAIN
-  PROP. STORM DRAIN LATERAL

STORMWATER

The local storm drain infrastructure is owned and maintained by the Los Angeles County Flood Control District. An existing 93-inch storm drain runs north to south along the eastern property line. New 18- to 36-inch stormwater collection drains would be installed concurrent with street improvements; refer to [Exhibit 3-8](#). A 96-inch solid pipe detention basin system (with capacity of 22,716 cubic feet) would be installed in the proposed internal street at the southeast portion of the site.

Water Quality

Local, State, and Federal laws include requirements for the treatment of stormwater runoff to reduce pollutants entering the environment. Best Management Practices (BMPs) used to treat stormwater runoff before it is discharged into a drainage system, and which would be appropriate for an urbanized setting may include permeable pavement or biofiltration/bioretenion. BMPs for the proposed project will be refined as part of a Standard Urban Stormwater Mitigation Plan (SUSMP), which must be submitted prior to issuance of grading permits for any implementing development project within the Specific Plan area. Additionally, low impact development (LID) stormwater drainage would be required for all new development, utilizing the highest method that is technically feasible at the time.

SOLID WASTE

The developers/operators of each PA would be required to coordinate with the City's waste hauler (Athens Services) for the collection, disposal, and recycling of solid waste. A comprehensive recycling plan would be required to be included with each development plan submittal prior to the City's issuance of a building permit approval. The comprehensive recycling plan would be required to include a general recycling program for all uses including the separation of organic waste. The recycling program shall specifically require the incorporation of permanent, clearly marked, durable, source-sorted recycling bins for all structures. The bins would be required to be continuously maintained to ensure proper operation and adequate access. Compaction facilities for non-recyclable materials would be required be provided for every occupied commercial building greater than 20,000 square feet in size to reduce both the total volume of solid waste produced and the number of truck haul trips required for collection, to the extent feasible.

DRY UTILITIES

The proposed project would rely on electricity and natural gas. It is acknowledged that future development on-site would be required to include solar equipment, or photovoltaic panels, as part of the Specific Plan and as required by the California Green Building Code. Southern California Gas Company provides natural gas services to the project area and Southern California Edison (SCE) maintains electrical facilities along Bloomfield Avenue and along the southern property boundary. These facilities are expected to have adequate capacity to serve this project. However, additional structures would be needed within the property due to the proposed electrical load that would require multiple transformers served from multiple switches.

Cable, telephone, and internet services within the City are currently provided by Charter Spectrum, DirecTV, Dish Network, and Frontier Communications. Existing telephone and cable/television lines are located in Bloomfield Avenue. New service lines would be provided via underground connections to existing facilities on Bloomfield Avenue.

General Plan Amendment

The proposed Specific Plan is an implementation tool of the General Plan. In order to ensure the land use designation for the project site is consistent with the General Plan, a General Plan Amendment (GPA) is required. The proposed GPA would revise the existing land use designation of the project site from “Institutional” to “Specific Plan”.

Change of Zone

The project proposes a Change of Zone from the existing “Institutional” to “Specific Plan No. 17”. The proposed Change of Zone would permit on-site development of a mixed-use, transit-oriented community with residential, commercial, and open space uses.

Specific Plan

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

Tentative Tract Map

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

Development Agreement

An application would be filed as part of the project for a Development Agreement. The Development Agreement is negotiated and considered for approval in combination with the legislative actions and project entitlement. The Development Agreement includes public benefits. Physical improvements identified in the Development Agreement are identified and evaluated in this environmental clearance document.

3.5 DEMOLITION, GRADING, AND CONSTRUCTION

It is anticipated that the proposed project would be constructed in one phase over a period of approximately six years with construction estimated to begin in the second quarter of 2024 and completed in second quarter 2030. The following activities would occur under the singular phase:

- Demolition (approximately five months);
- Grading (approximately five months);

- Paving (approximately seven months);
- Construction (approximately seven months for each building [over a period of approximately three years]); and
- Painting/Architectural Treatments (approximately four months for each building)

Build-out of the project would be subject to market and economic conditions and infrastructure timing, and may vary from the phasing currently anticipated. The project would require the demolition of 35 structures, which would result in approximately 90,586 tons of demolished materials. It is acknowledged that during project demolition, debris may be recycled in a practical, accessible manner, to the extent feasible, during the construction phase of any PA. Proposed overall grading would involve approximately 35,252 cubic yards of cut and 2,348 cubic yards of fill¹, necessitating approximately 60,510 cubic yards of soil to be imported.

3.6 GOALS AND OBJECTIVES

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

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

3.7 PERMITS AND APPROVALS

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

¹ Note that approximately 102,649 cubic yards of soil is needed to back-fill and recompact due to a 20 percent shrinkage factor.

- General Plan Amendment (GPA 2022-01): approval of a General Plan Amendment to change the General Plan land use designation of the project site from “Institutional” to “Specific Plan”;
- Change of Zone (ZC 2022-01): approval of Change of Zone to change the zoning of the project site from “Institutional” to “Specific Plan No. 17”;
- Specific Plan No. 17: adoption of the Norwalk Transit Village Specific Plan;
- Tentative Tract Map to subdivide the project to allow for the proposed uses;
- Development Agreement (PDP 2022-01);
- CEQA Clearance;
- Subsequent Approval of the Comprehensive Sign Program by the Director of Community Development; and
- In addition to those listed above, issuance of the following subsequent approvals may be required:
 - Conditional Use Permit(s) (as identified in Specific Plan Table 2.2, *Permitted Uses*);
 - Use Permit(s);
 - Site Development Review;
 - Safety, Lighting, and Signage Lighting Plan; and
 - Applicable grading and building permits.

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

- NPDES Construction General Permit – Los Angeles Regional Water Quality Control Board;
- Water Supply Assessment – Golden State Water Company and Central Basin Municipal Water District;
- Department of Toxic Substances Control – Voluntary Cleanup Agreement or similar agreement;
- County of Los Angeles Fire Department – Fire Access Site Plan Review and Underground Storage Tank Removal;
- Connection Permit – Los Angeles County Sanitation Districts and Los Angeles County Flood Control District; and
- Construction Permit – South Coast Air Quality Management District.

4.0 BASIS OF CUMULATIVE ANALYSIS

The mitigation measures that are specified shall be adopted as conditions of approval to minimize the significance of impacts resulting from the project. In addition, this EIR is the primary reference document in the formulation and implementation of a mitigation monitoring program for the project.

CEQA Guidelines Section 15355 provides the following definition of cumulative impacts:

“Cumulative impacts” refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

- (a) The individual effects may be changes resulting from a single project or a number of separate projects.*
- (b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.*

CEQA Guidelines Section 15130(a) further addresses the discussion of cumulative impacts, as follows:

- (1) As defined in Section 15355, a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR.*
- (2) When the combined cumulative impact associated with the project’s incremental effect and the effects of other projects is not significant, the EIR shall briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR. A lead agency shall identify facts and analysis supporting the lead agency’s conclusion that the cumulative impact is less than significant.*
- (3) An EIR may determine that a project’s contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. A project’s contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. The lead agency shall identify facts and analysis supporting its conclusion that the contribution will be rendered less than cumulatively considerable.*

Section 5.0, *Environmental Analysis*, assesses the cumulative impacts for each applicable environmental issue, and does so to a degree that reflects each impact’s severity and likelihood of occurrence.

In accordance with *CEQA Guidelines* Section 15130(b), the discussion of cumulative impacts should be guided by the standards of practicality and reasonableness, and should include the following elements in its discussion of significant cumulative impacts:

1. *Either:*

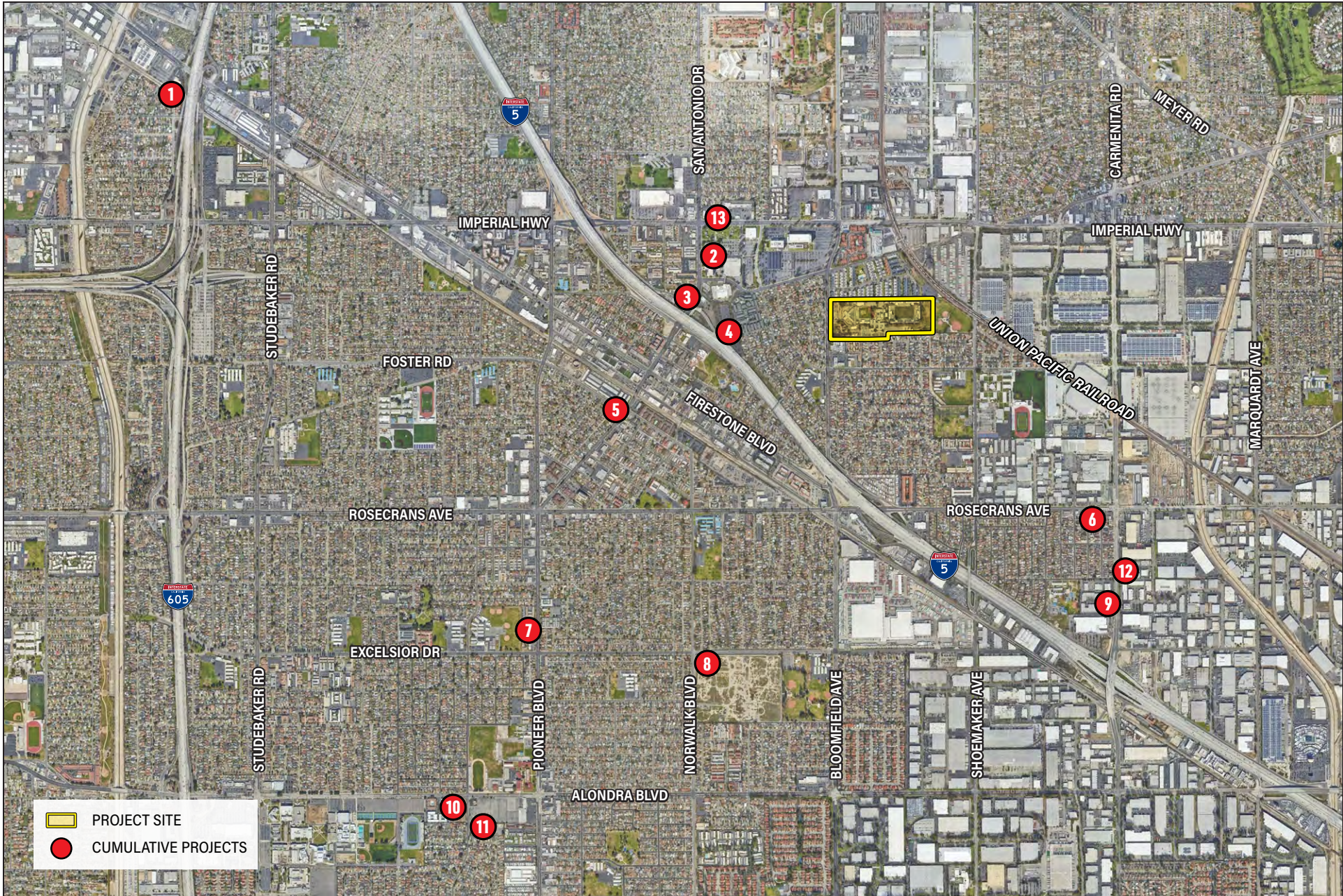
- A. *A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or*
 - B. *A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.*
2. *When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resource being examined, the location of the project and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic.*
 3. *Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.*
 4. *A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available.*
 5. *A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.*

This EIR evaluates the project's potential cumulative impacts using both the list and summary of projections approaches depending upon which approach is appropriate/relevant for each environmental issue area. The geographic area considered for cumulative impacts varies depending on environmental issue area. For example, the project's operational effects have geographic scopes that are global (such as greenhouse gases, addressed in [Section 5.9, *Greenhouse Gas Emissions*](#)), regional (such as air quality, addressed in [Section 5.8, *Air Quality*](#)), and local (such as light and glare, addressed in [Section 5.2, *Aesthetics/Light and Glare*](#)).

[Table 4-1, *Cumulative Projects List*](#), and [Exhibit 4-1, *Cumulative Projects Map*](#), identify related projects in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following list of projects was developed based on data provided by the City as of the date of the Notice of Preparation (July 8, 2022). The implementation of each project represented in [Table 4-1](#) was determined to be reasonably foreseeable.

**Table 4-1
Cumulative Projects List**

Map Key	Project	Location	Description	Status
City of Norwalk				
1	Chick-Fil-A Restaurant	10710 Firestone Boulevard	4,985 square-foot drive-thru restaurant under construction; additional 4,000 square-foot retail building entitled	Under construction
2	Norwalk Entertainment District - Civic Center	Southeast corner of Norwalk Boulevard/ Imperial Highway - 12700 Norwalk Boulevard	110,000 commercial square feet, 350 residential units, and open space	Specific Plan approved
3	Future drive-thru restaurant	12843 Norwalk Boulevard	Proposed 2,480 square-foot drive-thru restaurant	Under review
4	Holiday Inn @ Norwalk Entertainment Center	13111 Sycamore Drive	New five-story, 121-room hotel; amend Norwalk Entertainment Center Covenant, Conditions, and Restrictions; new digital billboard	Pending resubmittal
5	Mercy Housing	Southwest corner of Foster Road/San Antonio Drive	60 affordable units for veterans and families	Under construction, construction expected to be completed in 2024
6	Future residential development	Southwest corner of Marilla Avenue/ Rosecrans Avenue	Change Zone/General Plan, subdivide and construct three single-family residences	Pending submittal
7	Florence Homes	14807-14815 Pioneer Boulevard	62-unit apartment complex including Density Bonus Agreement (DBA) (six affordable units)	Under construction; DBA recordation pending
8	Tank Farm	Southeast corner of Norwalk Boulevard/ Excelsior Drive	15-acre park and recreational amenities	This is a City project; in preliminary phase
9	Self-Storage Facility	14783 Carmenita Road	New 129,828 square-foot storage facility	Under construction
10	Sprouts & Drive-thru	11522 Alondra Boulevard; southwest corner Maidstone Avenue/Alondra Boulevard	22,397 square-foot Sprouts grocery market and 4,900 square-foot new pad building	Sprouts constructed and in operation; however, no permits issued for pad building
11	Former swap meet site - Maidstone/ Alondra Mixed-Use	11600 Alondra Boulevard (Southeast corner of Maidstone and Alondra)	209 residential units and approximately 3,000 square-foot flex commercial	Under review
12	Carmenita Warehouse Project	14516 Carmenita Avenue	Demolish warehouse buildings and construct (N) 76,368 square-foot warehouse	Under review
13	Civic Center Plaza Commercial Building	12241 Imperial Highway	Demolish 9,416 square-foot restaurant and construct a new 9,600 square-foot commercial building and reconfigure the parking lot	Under review
Source: City of Norwalk, July 2022.				



Source: Google Earth Pro, February 2023

5.0 ENVIRONMENTAL ANALYSIS

The following subsections of the EIR contain a detailed environmental analysis of the existing conditions, project impacts (including direct and indirect, short-term, long-term, and cumulative impacts), recommended mitigation measures, and any significant and unavoidable impacts. The EIR analyzes those environmental issue areas where potentially significant impacts may occur.

The EIR examines environmental factors outlined in Appendix G of the *CEQA Guidelines, Environmental Checklist Form*, as follows:

- 5.1 Land Use and Planning;
- 5.2 Aesthetics/Light and Glare;
- 5.3 Tribal and Cultural Resources;
- 5.4 Geology and Soils;
- 5.5 Hydrology and Water Quality;
- 5.6 Hazards and Hazardous Materials;
- 5.7 Transportation;
- 5.8 Air Quality;
- 5.9 Greenhouse Gas Emissions;
- 5.10 Energy;
- 5.11 Noise;
- 5.12 Population and Housing;
- 5.13 Public Services and Recreation; and
- 5.14 Utilities and Service Systems.

Other environmental topical areas are addressed in Section 8.0, *Effects Found Not To Be Significant*.

Each environmental issue is addressed in a separate section of the EIR and is organized into six sections, as follows:

- “Existing Setting” describes the physical conditions that exist at the time of the Notice of Preparation (NOP) and that may influence or affect the analyses.
- “Regulatory Setting” lists and discusses the laws, ordinances, regulations, and standards that apply to the project.
- “Impact Thresholds and Significance Criteria” provides the thresholds that are the basis of conclusions of significance, which are primarily the criteria in Appendix G of the *CEQA Guidelines* (California Code of Regulations, Sections 15000 through 15387).

Primary sources used in identifying the criteria include the *CEQA Guidelines*; local, State, Federal, or other standards applicable to an impact category; and officially established significance thresholds. “. . . An ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting” (*CEQA Guidelines* Section 15064[b]). Principally, “. . . a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance” constitutes a significant impact (*CEQA Guidelines* Section 15382).

Each impact threshold identifies which “Impact Statement” (numerically) the impact analysis can be found.

- “Impacts and Mitigation Measures” describes potential environmental changes to the existing physical conditions that may occur if the proposed project is implemented. Impact Statements are used consolidate thresholds/analyses (*CEQA Guidelines* Section 15120), when appropriate, under one overarching statement. The purpose of including Impact Statements is to introduce impact analyses being considered and state the potential significance before mitigation is applied, if necessary.

Following the impact statement, the environmental impacts are considered. Evidence, based on factual and scientific data, is presented to show the cause and effect relationship between the proposed project and the potential changes in the environment. The exact magnitude, duration, extent, frequency, range or other parameters of a potential impact are ascertained, to the extent possible, to determine whether impacts may be significant; all of the potential direct and reasonably foreseeable indirect effects are considered. Impact conclusions are identified as potentially significant impact, less than significant impact, or resulting in no impact. Should any significant environmental impacts arise, reasonable/feasible mitigation measures are considered to reduce such impacts to the extent feasible.

“Mitigation Measures” are measures that would be required of the project to avoid a significant adverse impact; to minimize a significant adverse impact; to rectify a significant adverse impact by restoration; to reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or to compensate for the impact by replacing or providing substitute resources or environment.

The “Level of Significance After Mitigation” identifies the resulting impact conclusion, which is the environmental impact that would remain after application of mitigation measures (if any). When these impacts, even with the inclusion of mitigation measures, cannot be mitigated to a level considered less than significant, they are identified as “significant unavoidable impacts.”

- “Cumulative Impacts” describes potential environmental changes to the existing physical conditions that may occur as a result of the proposed project together with all other reasonably foreseeable, planned, and approved future projects producing related or cumulative impacts.
- “Significant Unavoidable Impacts” describes impacts that would be significant and cannot be feasibly mitigated to less than significant, and thus would be unavoidable. To approve a project with significant unavoidable impacts, the lead agency must adopt a Statement of

Overriding Considerations. In adopting such a statement, the lead agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If the benefits of a project are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered “acceptable” (*CEQA Guidelines* Section 15093[a]).

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5.1 LAND USE AND PLANNING

This section identifies existing land use conditions, evaluates the project’s consistency with relevant planning policies, and recommends mitigation measures that would avoid or lessen the significance of potential impacts. This section identifies on-site and surrounding land use conditions and relevant land use policies and regulations, as set forth by the City of Norwalk (City). Information in this section is based in part upon the *City of Norwalk General Plan* (General Plan), *City of Norwalk Municipal Code* (Municipal Code), and *Municipal Code Title 17, Zoning* (Zoning Code).

5.1.1 EXISTING SETTING

The City encompasses 9.35 square miles and is located 17 miles southeast of Los Angeles, in the southeastern portion of Los Angeles County. Incorporated in 1957, the City is a general law city that contracts for law enforcement services with the Los Angeles County Sheriff’s Department, as well as services for fire, water, street sweeping, and trash disposal. The City is served by the Norwalk Transit system, a major municipal transit service.¹ The project site is located in the eastern portion of the City, at 13200 Bloomfield Avenue.

ON-SITE LAND USES

The 32.3-acre project site was originally utilized as a facility for the California Division of Juvenile Justice (formerly known as the California Youth Authority [CYA]). More recently, the project site has been utilized as a temporary hospital facility by the California Department of State Hospitals through a month-to-month temporary lease.

The project site is developed with 27 buildings (with ancillary structures), including ancillary structures for expanded dormitories, kitchens, and learning spaces, as well as three vacant single-family residences on-site that were associated with previous agricultural uses. The project site includes multiple unpaved vacant areas, two open space fields, and a track and field. On-site landscaping includes ornamental trees and shrubs that occur in patches throughout the project site and along the western perimeter sidewalk. The site is accessed via two on-site driveways at Bloomfield Avenue.

Based on the General Plan Land Use Map, the project site is designated “Institutional”. Based on the Zoning Map, the project site is designated as “Institutional” (I) zoning. The site is also identified by the General Plan as one of the City’s Opportunity and Special Site Studies (Opportunity Site). An Opportunity Site is one that inhibits both a current issue and future opportunity for redevelopment into a more compatible neighborhood and City-serving space. The former CYA facility qualifies as an Opportunity Site given its incompatibility with surrounding residential uses. The General Plan recommends the site be redeveloped into a residential community, including common open space and recreational facilities, potentially under the governance of a Specific Plan. Given the site’s proximity

¹ City of Norwalk, *General Info & Statistics*, <https://www.norwalk.org/about-us/general-info-statistics>, accessed December 8, 2022.

to existing transit, employment, and shopping, it is recommended that circulation connectivity and alternative forms of mobility be considered to enhance the prospective residential community.

SURROUNDING LAND USES

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

- *North:* Multi-family residential (Norwalk Manor Condominium Complex and Solterra at Civic Center Apartments) and public facility (Norwalk-Santa Fe Springs Metrolink station) uses are present to the north of the project site. These land uses are designated High Density Residential and Institutional. These parcels are zoned Multiple Family High Density (R4), Institutional (I) with Public Facilities (PF) Overlay, and Specific Plan Area/Planned Development (SPA) with PF Overlay.
- *East:* The project site is bounded to the east by Zimmerman Park, which is designated Open Space/Public Facilities and zoned Open Space/Schools/Public Facilities (OS). The Metrolink railroad right-of-way is also located farther east of the project site.
- *South:* A combination of single-family residential units, Soroptimist Village retirement home, Norwalk Community Hospital, Village Baptist Church, and a medical/office building are present south of the project site. These land uses are designated Low Density Residential, High Density Residential, and Professional Office Space. These parcels are zoned Single Family Residential (R1), Multiple Family High Density Residential (R3), and Commercial & Office (CO), respectively.
- *West:* Bloomfield Avenue bounds the project site to the west. Further west, single-family residential uses are present. These land uses are designated Low Density Residential and zoned Single Family Residential (R1).

5.1.2 REGULATORY SETTING

STATE LEVEL

California Housing Element Law

State law mandates local communities to plan for enough housing to meet projected growth in California. Article 10.6 of the California Government Code (Sections 655801–65590) requires each County and City to prepare a Housing Element of its General Plan. The housing element is one of seven state-mandated elements that every General Plan must contain, and it is required to be updated every five years and determined legally adequate by the State. The purpose of the housing element is to identify the community’s housing needs; state the community’s goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs; and define the policies and programs that the community will implement to achieve the stated goals and objectives.

The State Department of Housing and Community Development (HCD) is mandated to determine the State-wide housing need. In cooperation with HCD, local governments and Councils of Governments (COGs) are charged with determining the existing and projected housing needs as a share of the Statewide housing need of their city or region.

REGIONAL LEVEL

Southern California Association of Governments

The Southern California Association of Governments (SCAG) functions as the Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The region encompasses an area of more than 38,000 square miles. As the designated MPO, the Federal government mandates SCAG to research and develop plans for transportation, growth management, hazardous waste management, and air quality. These mandates have led SCAG to prepare comprehensive regional plans to address these concerns.

SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process resulting in a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP). SCAG is responsible for the development of demographic projections and for the integrated land use, housing, employment, transportation programs, measures, and strategies for the Air Quality Management Plan (AQMP). As the southern California region's MPO, SCAG cooperates with the Southern California Air Quality Management District (SCAQMD), the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives, as further discussed below.

2020-2045 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY – CONNECT SOCIAL

The passage of California Senate Bill (SB) 375 in 2008 requires MPOs to prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which will reduce greenhouse gas (GHG) emissions from automobiles and light duty trucks when integrated with the transportation network, measures, and policies (Government Code Section 65080(b)(2)(B)). The SCS outlines certain land use and transportation strategies that provide for more integrated land use and transportation planning, and the maximization of transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon.

On September 3, 2020, SCAG's Regional Council adopted the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS). The 2020-2045 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2020-2045 RTP/SCS closely integrates land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. SCAG worked closely with local jurisdictions to develop the 2020-2045 RTP/SCS, which incorporates local growth forecasts, projects, and programs, and includes complementary regional policies and initiatives. The 2020-2045 RTP/SCS includes a financial plan that identifies revenues committed, available, or reasonably available to support the SCAG region's surface transportation investments. The 2020-2045 RTP/SCS also includes a sustainable communities strategy which sets forth a forecasted development pattern for the region which would reduce GHGs from automobiles and light trucks to the regional GHG targets set by California Air Resource Board (CARB) for the SCAG region.

GROWTH FORECASTS

SCAG's Forecasting Section is responsible for producing socio-economic estimates and projections at multiple geographic levels within multiple years. The Forecasting Section develops, refines, and maintains SCAG's regional and small area socio-economic forecasting/allocation models. The socio-economic estimates and projections are used by Federal and State mandated long-range planning efforts such as the RTP, the AQMP, the RTIP, and the Regional Housing Needs Assessment (RHNA). SCAG's adopted 2020-2045 RTP Growth Forecasts are used to assess a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. Adopted 2020-2045 RTP/SCS Growth Forecasts provide population, household, and employment data throughout SCAG's 191 cities and in unincorporated areas by 2045.

INTERGOVERNMENTAL REVIEW

SCAG's Intergovernmental Review Section is responsible for performing consistency review of regionally significant local plans, projects, and programs with SCAG's adopted regional plans. The criteria for projects of regional significance are outlined in *CEQA Guidelines* Section 15206. The proposed project is considered regionally significant as it would meet the criteria identified in Section 15206(b), requiring consistency review.

REGIONAL HOUSING NEEDS ASSESSMENT

The RHNA is mandated by State Housing Law as part of the periodic process of local General Plan housing elements. The RHNA quantifies the need for housing by income groups within each jurisdiction during specified planning periods. Jurisdictions are required to provide their fair share of regional housing needs. The intent of the future needs allocation by income groups is to relieve the undue concentration of very low and low-income households in a single jurisdiction and to help allocate resources in a fair and equitable manner.

In March 2020, SCAG adopted its 6th cycle RHNA allocation plan, which covers the planning period October 2021 through October 2029. For the 6th cycle, SCAG received a need of 1,341,827 housing units, which was distributed to all 197 SCAG jurisdictions. The proposed project would allow up to 770 new market rate and affordable housing opportunities that would assist the City in meeting its RHNA obligation.

LOCAL LEVEL

City of Norwalk General Plan

The City adopted the current General Plan in 1996. The General Plan is a policy document that addresses the City's social, physical, and economic goals and helps determine its potential growth for residential, commercial, and industrial development. The adopted General Plan includes chapters on land use, circulation, housing, conservation, open space, noise, safety, community design, educational and cultural resources, and utility infrastructure. Applicable goals, objectives, and policies of the General Plan elements are further discussed in Table 5.1-1, *General Plan Consistency Analysis*.

- *Land Use Element*: The Land Use Element sets the long-range objectives of the City regarding the distribution and mix of land uses consistent with community goals. It designates the general distribution and intensity of land uses for housing, business, industry, open space,

education, public buildings and grounds, and other public and private uses. The Land Use Element also establishes standards of population density and building intensity for the various land uses.

- *Circulation Element*: The Circulation Element guides the development of the circulation system within the City and is compatible with the Land Use Element. The Circulation Element identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public transit facilities.
- *Housing Element*: The Housing Element is a comprehensive assessment of current and projected housing needs for all community segments and economic groups. In addition, it provides policies for adequate housing and associated action programs. The City is currently updating the Housing Element for the year 2029, which assigns the City with 5,034 units of housing at a variety of affordability levels. The Housing Element demonstrates that the City has the capacity for the assigned units.
- *Conservation Element*: The Conservation Element addresses the conservation, development, and use of natural resources such as water, forests, soils, rivers, wildlife, and minerals. The Conservation Element aims to protect natural resources from contamination and to provide mitigation measures to ensure that development would not harm the environment.
- *Open Space Element*: The Open Space Element details plans and measures for preserving open space for natural resources and the managed production of resources, outdoor recreation, and public health and safety. The Open Space Element guides the management of open space resources through recreational programs, financial mechanisms, and planned development.
- *Noise Element*: The Noise Element identifies noise levels in the community and helps to guide land use decisions. The Noise Element also provides the basis for noise enforcement through applicable codes and standards to protect the community's health and safety.
- *Safety Element*: The Safety Element establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, fire, and other urban hazards. The Safety Element implements the Emergency Preparedness Plan to minimize harm to the community.
- *Community Design Element*: The Community Design Element considers the factors of urban design, architecture, and overall visual character of the City into planning and development. The Community Design Element explores design issues related to residential, commercial, industrial, public facility, and right-of-way uses.
- *Educational and Cultural Resources Element*: The Educational and Cultural Resources Element seeks to maintain and expand the historical, education, and cultural resources within the City through education, historic preservation, programs, and services.
- *Utility Infrastructure Element*: The Utility Infrastructure Element maintains and monitors current utility infrastructure and guides future infrastructure improvements. The Utility Infrastructure Element seeks to provide adequate levels of utility service for the present and future needs of the community.

City of Norwalk Municipal Code

MUNICIPAL CODE TITLE 17, ZONING ORDINANCE

The Zoning Code is designed to implement the goals of the General Plan through regulations. Each property in the City is designated a certain zone, and the Zoning Code establishes the types of uses permitted, the location, intensity, and size of structures within each zone. The Zoning Code outlines approval procedures, development requirements, and use regulations within the following zones: residential, commercial, manufacturing, special purpose, planned unit development, and specific plan areas.

5.1.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in Appendix 11.1, of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

- a) Physically divide an established community (refer to Section 8.0, *Effects Found Not To Be Significant*); and/or
- b) Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect (refer to Impact Statements LU-1 through LU-3).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a “less than significant impact” or “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.1.4 IMPACTS AND MITIGATION MEASURES

CITY OF NORWALK GENERAL PLAN

LU-1 THE PROPOSED PROJECT COULD CONFLICT WITH APPLICABLE GENERAL PLAN POLICIES.

Impact Analysis: As detailed in Section 3.0, *Project Description*, the proposed Specific Plan is an implementation tool of the General Plan. In order to ensure the land use designation for the project site is consistent with the General Plan, a General Plan Amendment (GPA) is required. The proposed GPA would revise the existing land use designation of the project site from “Institutional” to “Specific Plan”. Table 5.1-1, *General Plan Consistency Analysis*, provides an analysis of the project’s consistency with relevant General Plan policies.

**Table 5.1-1
General Plan Consistency Analysis**

Applicable General Plan Policies	Project Consistency Analysis
Land Use Element	
<p>Goal: 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, educational, and service needs of its residents and which maintain and enhance a high quality of life.</p>	<p><u>Consistent.</u> The proposed project would allow for the development of mixed-use transit-oriented community with a mix of office/retail, multi-family residential uses, and park land uses. Additionally, the building placement and form of the proposed project will promote high-quality and site-appropriate development guided by the proposed Specific Plan.</p>
<p>Goal: 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.</p>	<p><u>Consistent.</u> The proposed project includes up to 80,147 square feet of new commercial space (including a mix of restaurants, retail, health and wellness, and small grocery/market); a 150-room hotel (in addition to the 80,147 square feet of commercial uses previously identified); and would allow up to 770 residential units to be constructed on-site in order to meet the needs of the City. The project would create a sense of place and active publicly accessible open space that invite residents, guests, and visitors to gather and create community and would continue to distinguish Norwalk as a special place to live, work, and grow while serving the needs of all residents and visitors.</p>
<p>Goal: To develop a range of well-integrated housing types which will serve the various needs of all the residents of the City.</p>	<p><u>Consistent.</u> The proposed project would allow up to 770 residential units consisting of at least 40 percent affordable residential units compliant with the Surplus Land Act exemption, which allows the project site to be sold to the City below fair market value for purposes of providing housing to persons and families of low or moderate income per AB 518. This mix of new residential units would also assist the City of Norwalk in meeting its RHNA obligation. In addition, the project’s residential units are proposed to be a range of housing types, including apartments and townhomes.</p>
<i>City Wide Land Uses</i>	
<p>Objective: To provide for a development pattern which can maximize Norwalk’s changing role as a subregional center and which includes employment opportunities, provision of goods and services, housing alternatives, and open space.</p>	<p><u>Consistent.</u> Implementation of the proposed project would develop a mixed-use transit-oriented community with a mix of office/retail, multi-family residential uses, and park land uses. Proposed residential units would include a mix of 60 percent market-rate and 40 percent affordable residential units. The project would include a new neighborhood commercial center that would provide restaurants and businesses that provide goods and services that people would frequently use to take care of their personal and household needs. Examples include small grocery stores/markets, eating and drinking establishments, dry cleaners, and hospitality uses. A publicly accessible network of parks and linear parks/greenways would run through the project site and connect to adjacent Zimmerman Park. A variety of community and wellness-oriented amenities that promote health, social, and mental well-being would be distributed throughout the open space network. Examples of those amenities may include a tot lot with play structures, shade structures, walking trails, par course or fitness equipment community gathering areas, community gardens, outdoor seating, dog runs, etc. Further, the project would create a transit-oriented community with pedestrian and</p>

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
	bicycle connectivity to the nearby Metrolink Station. Therefore, the proposed project would promote employment opportunities, provision of goods and services, housing alternatives, and open space within the project site.
Objective: To provide for upgraded infrastructure and services to support the City's physical and economic growth and development.	<u>Consistent.</u> The project would remove the former CYA facility and construct a mixed-use transit-oriented community with upgraded infrastructure and services on the project site. To support the connectivity between the project site, the Metrolink Station, City Hall, and Zimmerman Park, several uses have been incorporated which would contribute to the success of the area. The proposed mixed-use concept features market rate and affordable high-density housing, both rental and for-sale, an approximately 150-key hotel, commercial uses (e.g., restaurants) and open spaces (e.g., parks, trails) in eight Planning Areas. The project would facilitate pedestrian and bicycle connectivity within the project site and to the greater community and transit, such as the Metrolink station, the Norwalk Greenline Station, and the Los Angeles Metro-Norwalk Station. Bike lanes, widened sidewalks, trails/linear parks and improved intersection crossings would be included to maximize connectivity. Therefore, the proposed project would improve infrastructure and services in the project area to support the City's physical and economic growth.
Objective: To provide for larger comprehensive developments along the City's major arterials, which will enhance the overall character of the streetscape and will include adequate parking, buffering, and landscaping.	<u>Consistent.</u> The proposed project is strategically located and would enhance Bloomfield Avenue, which is classified as a Major Highway, but is not improved to full width. Proposed improvements to Bloomfield Avenue would include roadway dedication, new or modified driveways into the Specific Plan area, modification to the raised median to allow full turn movements into the site, and streetscape improvements (e.g., landscaped parkways, pedestrian walkways, bus transit stops, street furniture, and widened pedestrian zones). The proposed Specific Plan aims to reduce the reliance on single occupant passenger vehicles and, as such, the site design aims to maximize pedestrian and bicyclist connectivity between the diverse uses within the project area. Class II and III bike lanes are included within all on-site roadways and would connect to the existing future city-wide bicycle system. Pedestrian circulation would be provided throughout the project area via walkways and linear parks. Pedestrian crossings would be required to be provided throughout the project site, including the proposed traffic signal on Bloomfield Avenue.
Objective: To provide for adequate child care facilities to meet the needs of today's working community.	<u>Consistent.</u> The proposed project would allow community day care facilities within the proposed land use designations other than OS upon approval of a conditional use permit. This permitted use would complement the 80,147 square feet of commercial uses proposed by the project.
Objective: To establish a positive image for Norwalk as a growing city and take steps towards maintaining this positive image.	<u>Consistent.</u> Customized development standards and regulations in the proposed Specific Plan encourage a high-quality development that includes publicly accessible open space, complements surrounding land

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
<p>Policy: Encourage the maintenance and enhancement of areas important to the creation of a positive image for Norwalk.</p>	<p>uses, promotes a positive image of the City, and maintains visual order. The proposed development would provide a harmonious architectural design with high-quality materials. The proposed project would also include pedestrian walkways throughout the project site that would connect with public rights-of-way and public transit facilities and other forms of transportation. The proposed project includes a set of development and design standards that facilitate outdoor space standards, landscape design, site design, architectural design character, and streetscape/street furniture to ensure the proposed project's buildout is aesthetically pleasing.</p> <p>Additionally, the proposed network of publicly accessible parks and linear parks on-site would connect to adjacent Zimmerman Park and would offer a variety of community and wellness-oriented amenities that promote health, social and mental well-being. Such amenities may include tot lot with play structures, shade structures, walking trails, par course or fitness equipment, community gathering areas, community gardens, outdoor seating, dog runs, etc.</p>
<p>Policy: Encourage developments to be well located and functionally integrated with adjacent transit facilities.</p>	<p><u>Consistent.</u> The development of the proposed project would be located approximately 0.2- to 0.5-mile southwest of the Norwalk-Santa Fe Springs Metrolink Station. The Norwalk Transit System (NTS) offers seven fixed commuter bus routes within Norwalk and the surrounding communities, including Artesia, Bellflower, Cerritos, La Habra, La Mirada, Santa Fe Springs, Whittier, and unincorporated areas of Los Angeles County. The project site sits on Route 3: Gateway Plaza, Norwalk & 166th of the NTS and there is an existing bus stop at Bloomfield Avenue and Hacienda Drive, just north of the Specific Plan area's northern-most driveway. NTS can be used to access two other transit stations: the Norwalk Greenline station and the Los Angeles Metro-Norwalk Station. As a transit-oriented development, the project would facilitate pedestrian and bicycle connectivity within the project site and to the greater community and transit, such as the Metrolink station, the Norwalk Greenline Station, and the Los Angeles Metro-Norwalk Station. Bike lanes, widened sidewalks, trails/linear parks and improved intersection crossings would be included to maximize connectivity.</p>
<p>Policy: Encourage the development of childcare facilities within the City.</p>	<p><u>Consistent.</u> The proposed project would allow community day care facilities within the proposed land use designations other than OS, upon approval of a conditional use permit. This permitted use would complement the 80,147 square feet of commercial uses proposed by the project.</p>
<p><i>Residential Land Uses</i></p>	
<p>Objective: To continue to provide for a diversity in housing types for all economic segments of the community.</p>	<p><u>Consistent.</u> The proposed project would allow up to 770 residential units consisting of at least 40 percent affordable residential units, compliant with the Surplus Land Act exemption, which allows the project site to be sold to the City below fair market value for purposes of providing housing to persons and families of low or moderate income per AB 518. This mix of new residential units would also assist the City of Norwalk in meeting</p>
<p>Objective: To provide for a balanced distribution of multi-family housing throughout the City.</p>	

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
Objective: Encourage development of a wide range of housing types to serve all economic segments of the community by incentives.	its RHNA obligation. In addition, the project's residential units are proposed to be a range of housing types, including apartments and townhomes.
Policy: Encourage balanced distribution of multi-family developments.	
<i>Commercial Land Uses</i>	
Objective: To provide for sub-regional serving commercial uses.	<u>Consistent.</u> The proposed project would allow for development of sub-regional and local serving commercial uses. The proposed project includes up to 80,147 square feet of commercial uses, consisting of a mix of retail, office, food and beverage, health and wellness facilities, and/or small grocery/market uses. The project would also include a hotel in addition to the 80,147 square feet of commercial uses previously identified. Commercial uses would primarily be permitted, either by right or conditionally, in the MU-C and MU-H land use designations, with non-residential uses in the MU-H district situated on the ground floor, activating the public realm. Services provided by commercial uses would include restaurants, salons and spas, dry cleaners, theaters, and gyms. Commercial uses such as food trucks would be allowed in areas designated OS.
Objective: To provide for adequate local-serving commercial uses.	
Policy: Encourage development of offices, hotels, restaurants, and entertainment in areas designated as sub-regional centers by establishing a positive environment for these uses.	
Policy: Encourage development of department stores and related retail uses in areas designated as sub-regional centers by promoting standards that are conducive to these uses.	
Policy: Encourage site and building designs which are compatible with the scale and character of adjoining land uses by establishing particular development standards for various districts in the City.	<u>Consistent.</u> The proposed project would provide a mixed-use development of residential, commercial, open space, and supportive uses with corresponding development standards to address scale and compatibility with adjoining land uses.
<i>Public Land Uses</i>	
Objective: To maximize and enhance the recreational potential of existing parks, schools, and public facilities.	<u>Consistent.</u> The proposed project would provide publicly accessible park/open space that would feature both active and passive uses to promote daily use for public gathering, recreation and community activities.. The project would include publicly accessible and privately operated and maintained open space and residential open space, governed by standards in the proposed Specific Plan. The publicly accessible open space could accommodate a variety of community events and programming.
Policy: Encourage the provision of private open space in future commercial/office and residential developments by the development of appropriate standards of development and incentives to provide the intended amenities.	
Circulation Element	
Policy 1.13: Provide for the safe and expeditious transport of hazardous materials.	<u>Consistent.</u> Operation of the proposed project would not involve the routine use, storage, transport, and disposal of hazardous materials; refer to <u>Section 8.0, Effects Found Not To Be Significant.</u>
Policy 1.14: Limit driveway access to arterials streets to maintain a desired quality of arterial traffic flow.	<u>Consistent.</u> The project proposes a new signalized main entry, and two non-signalized entries located on Bloomfield Avenue. Bloomfield Avenue is classified as a Major Highway per the General Plan Circulation

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
	<p>Element. The project would restrict access by limiting the northern non-signalized entry to be right-in/right-out only and restricting left-out movements at the southern-most non-signalized entry. As such, the project would limit driveway access to Bloomfield to maintain a desired quality of arterial traffic flow.</p>
<i>Transportation System/Demand Management</i>	
<p>Goal 3: A circulation system that maximizes efficiency through the use of transportation system management and demand management strategies.</p>	<p><u>Consistent</u>. The proposed project maximizes efficiency by promoting a multimodal, transit-oriented transportation network. The proposed Specific Plan is a compact, walkable, high-density mixed-use residential and commercial area located within 0.25- to 0.5-miles of a transit station, incorporating features to encourage transit use throughout the day such as a mix of uses, high-quality pedestrian and bicycle access, narrow streets, and reduced parking requirements. Off-site improvements to Bloomfield Avenue would include roadway dedication, new or modified driveways into the Specific Plan area, modification to the raised median to allow full turn movements into the site, and streetscape improvements (e.g., landscaped parkways, pedestrian walkways, bus transit stops, street furniture, and widened pedestrian zones). The proposed Specific Plan aims to reduce the reliance on single occupant passenger vehicles and, as such, the site design aims to maximize pedestrian and bicyclist connectivity between the diverse uses within the project area. Class II and III bike lanes are included within all on-site roadways and would connect to the existing future city-wide bicycle system. The project would facilitate pedestrian and bicycle connectivity within the project site and to the greater community and transit, such as the NTS, Metrolink station, the Norwalk Greenline Station, and the Los Angeles Metro-Norwalk Station. Bike lanes, widened sidewalks, trails/linear parks and improved intersection crossings would be included to maximize connectivity. Transportation-related impacts are addressed in Section 5.7, Transportation.</p> <p>Further, the proposed project would develop residential and commercial land uses at the project site, which would bring employment opportunities closer to the local workforce. The proximity of existing and future housing units within the project site would reduce vehicle miles traveled (VMT) by offering alternate modes of traveling (e.g., walking, bicycling, public transit) throughout the area.</p>
<p>Policy 3.1: Encourage new development which facilitates transit services, provides for non-automotive circulation, and minimizes vehicle miles traveled.</p>	
<p>Policy 3.4: Encourage the implementation of employer Transportation Demand Management (TDM) requirements included in the City's adopted TDM ordinance and in the Southern California Air Quality Management District's Regulation 15 Program.</p>	
<i>Public Transportation</i>	
<p>Goal 4: An efficient public transportation system that provides mobility to all City residents, employees, and visitors.</p>	<p><u>Consistent</u>. The proposed project would allow for a mixed-use transit-oriented development at the project site with a mix of office/retail, multi-family residential uses, and park land uses. The transit-oriented development consists of a compact, walkable, high-density mixed-use residential and commercial area located within 0.25- to 0.5-miles of a transit station, incorporating features to encourage transit use throughout the day such as a mix of uses, high-quality pedestrian and bicycle access, narrow streets, and reduced parking requirements. The project would facilitate pedestrian and bicycle connectivity within the project site and to the greater community and transit, such as the adjacent Norwalk/Santa</p>
<p>Policy 4.3: Promote new development that is designed in a manner which (1) facilitates provision or expansion of transit service, (2) provides on-site commercial and recreational facilities to discourage mid-day travel and (3) provides non-automobile circulation within the development.</p>	

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
<p>Policy 4.4: Encourage developers to work with agencies providing transit service with the objective of maximizing the potential for transit use by residents and/or visitors.</p>	<p>Fe Springs Metrolink station (located approximately 0.2- to 0.5-miles to the northeast), the Norwalk Greenline Station, and the Los Angeles Metro-Norwalk Station. Bike lanes, widened sidewalks, trails/linear parks and improved intersection crossings would be included to maximize connectivity.</p>
<p><i>Bicycle and Pedestrian Facilities</i></p>	
<p>Goal 5: An efficient bicycle and pedestrian circulation system that encourages these alternative forms of transportation.</p>	<p><u>Consistent.</u> Refer to analysis above for Public Transportation Goal 4. Additionally, the proposed Specific Plan aims to reduce the reliance on single occupant passenger vehicles and, as such, the site design aims to maximize pedestrian and bicyclist connectivity between the diverse uses within the project area. Class II and III bike lanes are included within all on-site roadways and would connect to the existing and future city-wide bicycle system.</p>
<p>Policy 5.5: Encourage the provision of showers, changing rooms and an accessible and secure area for bicycle storage at all new and existing developments and public places.</p>	<p><u>Consistent.</u> Proposed Specific Plan Table 2.10, <i>Bicycle Parking Requirements</i>, provides requirements for short- and long-term, residential and commercial, bike storage. The proposed Specific Plan also includes design requirements for bicycle parking, including the provision of secure racks and lockers, placement in well-lit areas near entrances, and installation of security cameras in storage locations, as well as implementation of a bike registration program to prevent theft, informational programs to demonstrate property storage and locking practices, and fix-it stations to provide tire pumping and repair stands to encourage riders to keep bikes in working order.</p>
<p>Policy 5.6: Require developers, whenever feasible, to provide facilities for pedestrian travel such as sidewalks and to design developments to provide pedestrian access to the development on sidewalks and not require that pedestrians use driveways to access the development.</p>	<p><u>Consistent.</u> Pedestrian circulation would be provided throughout the project area via walkways and linear parks. Pedestrian crossings would be required to be provided throughout the project site, including the proposed traffic signal on Bloomfield Avenue. The proposed perimeter landscape is intended to encourage walkability and pedestrian use and would be designed to complement the streetscape character. Internal streetscape design would encourage pedestrian connectivity to internal and external roadways, the publicly accessible plaza and park areas, and the plaza and park areas dedicated to the community.</p>
<p><i>Parking</i></p>	
<p>Goal 7: Well-designed and convenient parking facilities.</p>	<p><u>Consistent.</u> The Specific Plan would include minimum parking requirements. Unbundled parking options for residents are allowed in the project area. Ground floor active commercial/quasi-public space included within the multifamily buildings would not be required to provide additional parking. On-street parking would be used to meet residential guest parking requirements. All residents would be required to park in their assigned stalls and not park on adjacent/off-site residential streets. Parking would be required to be monitored by management. Electric vehicle (EV) charging stations would be required to be provided in compliance with the State Building Code and bicycle parking would also be required.</p>
<p>Policy 7.1: Provide sufficient on- and off-street parking.</p>	
<p>Policy 7.3: Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.</p>	
<p>Policy 7.4: Encourage the use of shared parking facilities among different land uses, by means of parking districts or other mechanisms. Shared</p>	

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
<p>parking is defined as parking spaces that can be used to serve two or more individual developments without conflict or encroachment (based on the time-differing nature of individual peaks). Experience indicates that the prudent and careful combining of uses result in a parking demand that is less than the demand generated by separate freestanding developments of similar size and character</p>	
Housing Element	
<p>Goal: Provide a variety of rental and homeownership housing opportunities for all income groups of the City.</p>	<p><u>Consistent.</u> The proposed project would allow up to 770 residential units consisting of at least 40 percent affordable residential units, compliant with the Surplus Land Act exemption, which allows the project site to be sold to the City below fair market value for purposes of providing housing to persons and families of low or moderate income per AB 518. This mix of new residential units would also assist the City of Norwalk in meeting its RHNA obligation. In addition, the project’s residential units are proposed to be a range of housing types, including apartments and townhomes.</p> <p>The proposed project would include the implementation of a Specific Plan to encourage redevelopment of the underutilized project site and would activate the site to create a unique living environment for Norwalk residents.</p>
<p>Policy: Encourage through specific plans, planned unit developments, density bonuses and other incentives the construction of new housing on vacant and underutilized sites.</p>	
<p>Goal: Attain a housing market where all families can find adequate housing within their financial means.</p>	<p><u>Consistent.</u> The proposed project would allow up to 770 residential units consisting of at least 40 percent affordable residential units, compliant with the Surplus Land Act exemption, which allows the project site to be sold to the City below fair market value for purposes of providing housing to persons and families of low or moderate income per AB 518. This mix of new residential units would also assist the City of Norwalk in meeting its RHNA obligation. The proposed project would support local, state, and Federal goals to provide residents with a decent home and suitable living environment and conserve and improve the existing stock of affordable housing in the City of Norwalk. The project would be required to comply with all applicable fair housing laws. In addition, the project’s residential units are proposed to be a range of housing types, including apartments and townhomes.</p>
<p>Goal: Achieve an assisted housing supply that provides a full range of affordable ownership and rental housing opportunities.</p>	
<p>Policy: Support the Federal and State goal of a decent home and suitable living environment for all of Norwalk’s residents.</p>	
<p>Policy: Assist in the provision of housing affordable to extremely low, very low, low and moderate-income households through actions of the City and Norwalk Housing Authority.</p>	
<p>Goal: Conserve and improve the existing stock of affordable housing</p>	
<p>Goal: Preserve the existing supply of affordable housing that is financially assisted by the City, County, State and/or Federal governments.</p>	
<p>Goal: Attain a housing market with “fair housing choice” meaning that individuals and families have the information, options, and protection to live where</p>	

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
<p>they choose without unlawful discrimination and other barriers related to race, color, religion, sex, familial status, national origin, or handicap.</p>	
<p>Policy: Ensure that persons living in Norwalk are not discriminated on the basis of race, religion, sex, marital status, ancestry, national origin, color, or other bases protected by State and Federal fair housing laws.</p>	
<p>Policy: Educate residents, businesses, visitors and governments to reduce energy use and conserve energy.</p>	<p><u>Consistent</u>. As addressed in Section 10, <i>Energy</i>, the proposed project would comply with the City's Energy Action Plan, General Plan, Title 24 and CALGreen standards, which would help implement energy efficient measures and would subsequently reduce energy consumption within the City of Norwalk. Compliance would ensure the project incorporates code standards, measures, and equipment to help reduce energy consumption, such as, efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, as well as water efficient fixtures and electric vehicles charging infrastructure.</p> <p>Further, as a transit-oriented development, the proposed Specific Plan would incorporate features to encourage transit use such as high-quality pedestrian and bike access, reduced parking requirements, and proximity to transit stations. Accessibility to alternative mobility options would reduce reliability on energy from fuel.</p>
Conservation Element	
<p>Goal: To protect natural resources from contamination.</p>	
<p>Goal: To provide adequate mitigation to ensure that development or any land use activity will not be harmful to the environment.</p>	
<p>Objective: To encourage efforts to reduce pollution.</p>	
<p>Policy: Cooperate with Federal, State and regional agencies in efforts to reduce pollution.</p>	
<p>Policy: Implement provisions of the State of California Environmental Quality Act.</p>	<p>to prepare a California Land Reuse and Revitalization Act Agreement (CLRRA Agreement). As part of the CLRRA Agreement, DTSC would require the preparation of a Remedial Action Plan (RAP) and a Soil Management Plan (SMP). Overall, compliance with existing regulations, including compliance with a CLRRA Agreement, would reduce potential impacts from accidental conditions during site disturbance activities to less than significant levels.</p> <p>The project applicant shall prepare and submit a standard urban stormwater mitigation plan (SUSMP), which shall include the applicable LID requirements set forth in MS4 permit and Low Impact Development Standards Manual. The site shall be designed to control pollutants, pollutant loads, and runoff volume to the extent feasible by including pervious surface areas and controlling runoff from impervious surfaces through best management practices. Additionally, the proposed project</p>

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
	<p>would comply with all State, county, and local regulations regarding stormwater runoff during the operational phase.</p> <p>According to <u>Section 5.8, Air Quality</u>, the project was found to have a less than significant increase in regional air pollution from criteria air pollutants.</p> <p>The proposed project would also comply with applicable Federal, State, and local noise regulations to control noise pollution; refer to <u>Section 5.11, Noise</u>.</p>
<p>Policy: Encourage the use of alternative energy sources, such as solar power.</p>	<p><u>Consistent</u>. As detailed in <u>Section 5.10, Energy</u>, the project would be required to comply with the most current version of the Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Compliance with Title 24 and CALGreen standards would ensure the project incorporates efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, as well as water efficient fixtures and electric vehicles charging infrastructure, which is also consistent with the goals and policies of the City's Energy Plan.</p>
<p>Policy: Encourage the use of drought-tolerant plant materials in compliance with the State of California Water Conservation in Landscaping Act.</p>	<p><u>Consistent</u>. The proposed development would include all State mandated water-saving features. Additionally, landscape designs within the proposed project would utilize an irrigation system that would be required to be designed and constructed to meet and/or exceed model water efficient landscape ordinances (MWEL0).</p>
<p>Policy: Minimize the amount of paved surfaces in new development to reduce the "urban heat island" effect, where temperatures in urban areas are increased due to reflection of heat.</p>	<p><u>Consistent</u>. The proposed project's building and site design would strive to integrate sustainable practices that conserve energy and water resources and reduce waste. The proposed project would also incorporate landscaped areas throughout the project site, which helps reduce the effects of urban heat gain.</p>
Open Space Element	
<p>Goal: To ensure that open space land for recreation purposes is provided in adequate quantities and within reasonable proximity to meet the needs of the citizens of Norwalk.</p>	<p><u>Consistent</u>. The proposed project would include both private residential open space and publicly accessible open space that would provide opportunities for recreation for on-site and nearby residences.</p>
<p>Goal: To ensure the planned development of the City's recreational facilities.</p>	
<i>Recreational Programs</i>	
<p>Objective: To provide programs and facilities to meet the varied needs of residents of the City of Norwalk, including the elderly and handicapped.</p>	<p><u>Consistent</u>. A publicly accessible network of parks and linear parks/greenways would be provided throughout the project site, connecting to adjacent Zimmerman Park. A variety of community and</p>

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
<p>Policy: Encourage development of facilities and programs for indoor and outdoor activities to meet unique neighborhood needs.</p>	<p>wellness-oriented amenities would be distributed throughout the network. Park amenities may include a tot lot with play structures, shade structures, par course or fitness equipment, community gathering areas, community gardens, outdoor seating, dog runs, etc. The proposed perimeter landscape is intended to encourage walkability and pedestrian use and would be designed to complement the streetscape character. Internal streetscape design would encourage pedestrian connectivity to internal and external roadways, the publicly accessible plaza and park areas, and the plaza and park areas dedicated to the community. Public park uses would comply with all applicable ADA regulations and requirements.</p>
<p><i>Park Design, Landscaping, and Maintenance</i></p>	
<p>Objective: To provide parks and recreational facilities which are designed, landscaped, and maintained to provide a high-quality recreational experience.</p>	<p><u>Consistent.</u> Refer to analysis for the Recreational Programs Objective above.</p>
<p>Policy: Ensure that new park and recreation facilities are designed to meet City standards.</p>	
<p>Policy: Develop or upgrade park facilities to meet the American Disability Act (ADA) requirements.</p>	
<p><i>Park Safety, Accessibility, and Compatibility</i></p>	
<p>Objective: To provide parks that are accessible and safe for users and compatible with neighboring uses.</p>	<p><u>Consistent.</u> A publicly accessible network of parks and linear parks/greenways would run through the Specific Plan area and connect to adjacent Zimmerman Park. The project site's main park would be a 1.56-acre block located within Planning Area 7. Park amenities may include a tot lot with play structures, shade structures, community gathering areas, community gardens, outdoor seating, dog runs, etc.. Pedestrian circulation will be incorporated throughout the development to promote interactive use of project elements and connect to the surrounding uses.</p> <p>Additionally, the buildout of the proposed project would be required to comply with the development standards and design guidelines outlined in its Specific Plan. In compliance with the proposed project's design requirements, including for outdoor lighting, the operation of the proposed project would facilitate security, policing, and maintenance and would not adversely affect adjacent uses.</p>
<p>Policy: Encourage the design of parks including activity buildings, outdoor facilities, people-gathering areas, lighting, parking areas, and other elements so that they do not adversely affect adjacent uses.</p>	
<p>Policy: Develop park facilities within convenient walking distance of residents.</p>	
<p>Policy: Encourage integration of parks and open space into new residential neighborhoods.</p>	
<p>Policy: Encourage parks which are located, oriented, and designed in such a way as to facilitate security, policing, and maintenance.</p>	
<p>Policy: Expand the permanent supply of usable recreational open space by obtaining new land area, or requiring new developments, such as residential subdivisions, to provide adequate on-site recreational facilities.</p>	

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
Policy: Develop or upgrade park facilities to meet the American Disability Act (ADA) requirements.	<u>Consistent</u> . The proposed park facilities would comply with all applicable ADA regulations and requirements.
<i>Financing</i>	
Policy: Require that developers contribute to provide parks and recreational facilities to off-set additional demands brought about by new development, including use of Quimby Act, Parkland, Park, and Recreation Dedication and Fees.	<u>Consistent</u> . Open space would be provided through a combination of common and private areas, such as a 1.56-acre park, a 1.53-acre linear park and tot-lot, a 0.85-acre open space area adjoining adjacent Zimmerman Park, and a 0.3-acre linear park. The publicly accessible network of parks and linear parks/greenways would run through the project site and connect to adjacent Zimmerman Park. A variety of community and wellness-oriented amenities would be distributed throughout the network. Park amenities may include a tot lot with play structures, shade structures, par course or fitness equipment, community gathering areas, outdoor seating, etc. As discussed in <u>Section 5.13, Public Services and Recreation</u> , the proposed project's demands for park space would be partially offset by providing the above open space and recreational uses on-site.
Policy: Promote the provision of private open space and recreation facilities in largescale residential developments in order to meet the open space and recreation needs that will be generated by the development.	<u>Consistent</u> . The proposed project would include publicly accessible open space and residential open space throughout the project site. Implementing the residential open space and publicly accessible open space would provide recreational opportunities to the residents of the proposed project and reduce demand for public facilities in the surrounding areas.
Policy: Encourage the inclusion of private outdoor and indoor recreation facilities in large commercial/industrial projects as a benefit for employees and as a means of reducing demand on public facilities.	<u>Consistent</u> . The proposed mixed-use development would include 80,147 square feet of commercial use. Employees would benefit from the project's publicly accessible network of parks and linear parks/greenways that would run through the Specific Plan area and connect to adjacent Zimmerman Park. A variety of community and wellness-oriented amenities that promote health, social, and mental well-being would be distributed throughout the network. As discussed in <u>Section 5.13, Public Services and Recreation</u> , the proposed project's demands for park space would be partially offset by providing the above open space and recreational uses on-site.
<i>Private and Group Open Space</i>	
Objective: To establish quality residential neighborhoods and commercial environments through the provision of adequate private and group open space.	<u>Consistent</u> . The proposed project would include residential and publicly accessible open space throughout the project site. The proposed landscaped areas would provide adequate open space for residents and visitors of the proposed project and meet the needs of all on-site users.
Policy: Usable private and group open space should be provided in adequate amounts and locations to meet the needs of all on-site users.	
Policy: Suitable amenities should be provided within private and group open space areas to encourage their use.	

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
Noise Element	
<p>Goal: To ensure that all areas of the City are free from excessive noise.</p>	<p><u>Consistent</u>. As detailed in <u>Section 5.11</u>, project construction activities would occur within the allowable hours specified by the Municipal Code, and nighttime construction would not be required. Further, short-term and long-term project noise levels are not anticipated to exceed any City standards or thresholds. As such the project would not create adverse noise impacts on surrounding neighborhoods and sensitive uses. The proposed project would also comply with applicable Federal, State, and local noise regulations to control noise pollution.</p>
<p>Goal: To reduce the number of people exposed to excessive noise and minimize the future effect of noise in the City.</p>	
<p>Goal: To ensure that land uses are compatible with existing and future noise levels.</p>	
<p>Objective: To have noise levels in all areas of the City meet the minimum standards of land use compatibility established in the Noise Element, especially adjacent to noise sensitive uses.</p>	
<p>Policy: Encourage compliance with state and federal legislation designed to abate and control noise pollution.</p>	
<p>Policy: Encourage the use of acoustical materials in a new residential and community development where noise levels exceed the compatibility standards of the Noise Element.</p>	
<p>Policy: Ensure that proposed noise sources are reduced below a level of significance and properly muffled to prevent noise impacts on neighboring properties.</p>	

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
Safety Element	
<p>Goal: To reduce the City's loss of life, injury, and economic, social and environmental losses.</p>	<p><u>Consistent</u>. As analyzed in <u>Section 5.4, <i>Geology and Soils</i></u>, compliance with applicable laws, standards, and guidelines, including the California Building Code (CBC), as adopted by reference in Municipal Code Chapter 15.04, would ensure that project implementation would not expose people or structures to potential substantial adverse effects involving strong seismic ground shaking or liquefaction. Impacts in this regard would be less than significant.</p>
<p>Goal: To ensure the availability and effective response of emergency services.</p>	<p>As discussed in <u>Section 5.7, <i>Transportation</i></u>, construction-related trips associated with trucks and employees traveling to and from the site in the morning and afternoon, as well as off-site right-of-way improvements along Bloomfield Avenue and Shoemaker Avenue, may result in some minor temporary and short-term partial lane closures along Bloomfield Avenue. Mitigation Measure TRA-1 would require a Construction Management Plan (CMP), which would minimize potential impacts to emergency access along Bloomfield Avenue and Shoemaker Avenue.</p> <p>Additionally, the proposed project would increase the population at the project site and could increase emergency calls and calls for service, which may increase the average response time from the County of Los Angeles Fire Department (LACFD) and the Los Angeles County Sheriff's Department (LASD). The proposed project would contribute to the City's property and sales taxes, which are used to fund the fire and police protection services. Development in the Specific Plan area would be required to comply with LACFD requirements for emergency access, fire-flow, fire protection standards, fire lanes, and other site design/building standards. Additionally, all future development within the Specific Plan area would be subject to compliance with the existing regulations specified in the California Fire Code, CBC, International Fire Code, Municipal Code, and specific fire and life safety requirements in effect at the time of building fire plan check. Additionally, the inclusion of residential uses would also offer increased "eyes on the street" to help deter crime. Therefore, the proposed project would ensure emergency services' availability and effective response; refer to <u>Section 5.7</u>, and <u>Section 5.13, <i>Public Services and Recreation</i></u>, for further analysis regarding emergency access points, evacuation roadways, and on-site fire access requirements.</p>
<i>Safety from Natural and Man-Made Hazards</i>	
<p>Policy: Adopt and maintain high standards for seismic performance of buildings through prompt adoption and careful enforcement of appropriate building codes for seismic design.</p>	<p><u>Consistent</u>. All future development would be required to comply with applicable seismic requirements of the CBC and Title 24 of the California Code of Regulations (CCR) criteria for seismic safety. Additionally, the proposed project would be required to comply with applicable Municipal Code and CBC standards regulating grading and building construction for seismic safety. As further discussed in <u>Section 5.4, <i>Geology and Soils</i></u>, a preliminary geotechnical analysis was prepared for the proposed project. The project would be required to comply with regulatory requirements, such as CBC, which would include the recommendations outlined in the</p>
<p>Policy: Consider seismic requirements when determining the location and design of critical, sensitive and high-occupancy facilities.</p>	<p>The project would be required to comply with regulatory requirements, such as CBC, which would include the recommendations outlined in the</p>

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
	geotechnical evaluation. Therefore, buildout of the proposed project would meet the standards for seismic performance and requirements.
<p>Policy: New development and other land use entitlements should be reviewed by emergency response agencies to ensure that public safety can be adequately provided.</p>	<p><u>Consistent</u>. The LACFD and LASD are responsible for fire and public safety responses. Both service providers would review all building permit applications to ensure adequate access in an emergency. Additionally, both service providers have reviewed the proposed project and confirmed that project implementation would not require the need for additional fire or police protection facilities; refer to <u>Section 5.13</u> and <u>Appendix 11.9, Public Services Correspondence</u>.</p>
Community Design Element	
<p>Goal: The City of Norwalk will be recognized as a place of visual order and exceptional quality in design.</p>	<p><u>Consistent</u>. As discussed in <u>Section 5.2, Aesthetics/Light and Glare</u>, development standards and design standards in the proposed Specific Plan would ensure a high-quality design that complements surrounding land uses, which would promote a positive image of the City and maintain visual order. Overall, proposed future development within the Specific Plan area would be required to be generally consistent with the proposed Specific Plan Design Guidelines, which would ensure an orderly and aesthetically cohesive development on-site.</p>
<p>Policy: New residential, commercial, industrial, and public facility and right-of-way developments should be reviewed to determine consistency and compatibility with the surrounding neighborhood, district, and the overall community.</p>	
Educational and Cultural Resources Element	
<p>Policy: Coordinate with the La Mirada-Norwalk Unified School District, Little Lake Unified School District, Whittier Union High School, and ABC Unified School District to ensure that quality educational services and facilities are provided for the children of Norwalk residents.</p>	<p><u>Consistent</u>. As discussed in <u>Section 5.13, Public Services</u>, based on information provided by the Norwalk-La Mirada Norwalk School District, the proposed project would result in the addition of 407 new kindergarten to 12th grade students, including 185 new elementary school students, 95 new middle school students, and 127 new high school students. However, existing schools within the Norwalk-La Mirada School District and near the project site have sufficient capacity to serve the proposed project; thus, the proposed project would not result in the need for additional schools or modifications to existing schools. The proposed project would pay all applicable school fees in accordance with the law.</p>
Utility Infrastructure Element	
<p>Goal: To maintain an adequate level of service in utility systems to support present and future community needs.</p>	<p><u>Consistent</u>. The project proposes a new sewer lift station that would include a sump tank with a pumping system, as well as a backup generator. The lift station would be designed to pick up sanitary flows from points of connection at each building to a new 8-inch sewer main to be installed concurrent with street improvements. Sewer connections to buildings would be made prior to certificate of occupancy. As discussed in <u>Section 5.14, Utilities and Service Systems</u>, implementation of the proposed project would have a less than significant impact on existing utility facilities that service the project site; the analysis therein and Will-Serve letters from the service providers concluded that existing facilities would adequately serve the proposed project.</p>

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
<i>Placement, Maintenance, and Phasing of Infrastructure</i>	
Objective: To provide street and pedestrian lighting in the City of Norwalk to contribute to the safety of its citizens.	<p><u>Consistent</u>. The proposed project would provide outdoor lighting typical of mixed-use development and landscaped areas. The proposed project's lighting would be similar to existing urban lighting in the project area and would be designed to meet City requirements. A detailed safety, lighting, and signage lighting plan would be required to be submitted and approved by the Director of Community Development, prior to issuance of a building permit, where the plan would discuss strategies for avoiding spillover lighting and to ensure pedestrian safety. Therefore, the proposed project would include streets and pedestrian lighting to contribute to the safety of all residents and visitors.</p> <p>Additionally, the proposed project would install the appropriate infrastructure backbone to support development at the project site, including proposed water lines, sanitary sewer lines, and storm drain system, as well as dry utilities (including natural gas lines, electrical lines, and communication lines).</p>
Policy: Promote adequate illumination of all streets, alleys, public areas, and areas which are deficient, and maintain lighting fixtures in good working condition.	
Policy: Encourage infrastructure improvements to be designed.	
Policy: Continue to plan for and coordinate the implementation of infrastructure requirements to meet development demands	
<i>Sewer</i>	
Objective: To provide adequate sewer systems to efficiently serve existing and future needs in Norwalk.	<p><u>Consistent</u>. The project would require construction of an on-site sewer system, including new sewer pipelines, laterals, and a new sewer lift station. As discussed in <u>Section 5.14, Utilities and Service Systems</u>, project implementation would result in a determination by the wastewater treatment provider that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments; and would not result in the construction or expansion of new wastewater treatment facilities which could cause significant environmental effects.</p>
Policy: Expand sewer collection systems to accommodate the needs of existing and planned development.	
Policy: Provide maintenance of the sewer systems in a manner that will ensure proper service to existing and new developments.	
Policy: Promote water conservation practices to reduce the sewage flows from existing and future developments.	<p><u>Consistent</u>. Compliance with regulatory requirements that promote water conservation, including the provisions of California Green Building Standards Code (CalGreen) and Section 17.03.020 (Water Efficient Landscape Ordinance) of the Municipal Code, which closely follows the standards set by the State MWELo, as well as the implementation of water-saving strategies, will assist in assuring that adequate water supply is available.</p>
<i>Water Supply</i>	
Objective: To provide adequate water supply and delivery systems to meet the demands of new and existing development.	<p><u>Consistent</u>. The project proposes installation of on-site infrastructure, including domestic water lines and recycled water pipelines. Additionally, the proposed project's development would increase the long-term water demand associated with consumption, operational uses, maintenance, and other on-site activities. As detailed in <u>Section 5.14, Utilities and Service Systems</u>, implementation of the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years; and would not require or result in the relocation or construction of new or expanded water infrastructure.</p>
Policy: Maintain water distribution systems to ensure proper service to existing and new developments.	

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
<p>Policy: Promote water conservation in both City operations and in private development to minimize the need for the development of new water sources and facilities.</p>	<p><u>Consistent</u>. Compliance with regulatory requirements that promote water conservation, such as Golden State Water Company's (GSWC) Water Shortage Contingency Plan, the requirements of CalGreen, and Section 17.03.020 (Water Efficient Landscape Ordinance) of the Municipal Code, which closely follows the standards set by the State MWEL0, as well as the implementation of other water-saving strategies, will assist in assuring that adequate water supply is available.</p>
<p>Policy: Ensure the provision of adequate fire flow rates in all new development.</p>	<p><u>Consistent</u>. The proposed project would comply with City requirements regarding infrastructure improvements needed to meet respective water demands, fire flow, and pressure requirements. LACFD would review final development plans and, along with the City, would conduct ongoing evaluations to ensure facilities are adequate.</p>
<i>Reclaimed Water</i>	
<p>Objective: To provide adequate reclaimed water supply and delivery systems to meet new and existing needs.</p>	<p><u>Consistent</u>. New 6-inch reclaimed water infrastructure would be installed concurrently with street improvements. Reclaimed water would be used on-site for irrigation and proposed outdoor water features. The proposed project's development will increase the long-term water demand associated with consumption, operational uses, maintenance, and other on-site activities. The Central Basin Municipal Water District would provide reclaimed water to the project site. As detailed in <u>Section 5.14, Utilities and Service Systems</u>, implementation of the project would have sufficient water supplies, including reclaimed water, available to serve the project and reasonably foreseeable future development.</p>
<p>Policy: Encourage the use of reclaimed water for commercial uses such as nurseries, industrial operations and landscaping.</p>	
<i>Storm Drainage</i>	
<p>Objective: To provide adequate storm drainage and flood control infrastructure to efficiently serve existing and future Norwalk residents.</p>	<p><u>Consistent</u>. As discussed in <u>Section 5.5, Hydrology and Water Quality</u>, the proposed project would integrate LID requirements that would control runoff leaving the site. On-site stormwater features would ensure adequate stormwater control and drainage on-site. Therefore, the proposed project would comply with this policy.</p>
<p>Objective: To reduce storm water pollution.</p>	<p><u>Consistent</u>. The project applicant shall prepare and submit a SUSMP, which shall include the applicable LID requirements set forth in MS4 permit and Low Impact Development Standards Manual. The site shall be designed to control pollutants, pollutant loads, and runoff volume to the extent feasible by including pervious surface areas and controlling runoff from impervious surfaces through best management practices. Additionally, the proposed project would comply with all State, county, and local regulations regarding stormwater runoff during the operational phase.</p>
<p>Policy: Work with the appropriate State and County agencies to reduce water pollution from storm water.</p>	
<i>Electricity</i>	
<p>Objective: To ensure adequate electricity service to meet present and future needs of Norwalk.</p>	<p><u>Consistent</u>. As discussed in <u>Section 5.14, Utilities and Service Systems</u>, Southern California Edison (SCE) anticipates sufficient electricity</p>

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
Policy: Coordinate with Southern California Edison in upgrading and adding electrical service to serve present and future needs of Norwalk.	supplies to meet demands in its service area and the project's total electricity demand accounts for less than 1 percent of SCE's total demand. Therefore, project development would not require SCE to obtain new or expanded electricity facilities, other than those proposed on-site.
Policy: Encourage energy conservation in both public and private buildings.	<u>Consistent.</u> The design of the proposed project would meet requirements set forth by CalGreen, as codified in Part 11 of Title 24 of the CCR. Complying with the latest 2022 Title 24 standards would make the project more energy efficient than existing buildings built under the earlier versions of the Title 24 standards. Therefore, the proposed project would encourage energy conservation within all public and private buildings.
<i>Solid Waste Management</i>	
Objective: To provide for the safe and efficient disposal of solid waste.	<u>Consistent.</u> The project site is served by three landfills, with a residual daily capacity of 15,250 tons per day. The estimated 0.71 tons per day, generated by uses permitted and developed pursuant to the proposed Specific Plan would be adequately served by these landfills. Additionally, the proposed project would comply with all applicable Federal, State, and local laws, regulations, and standards regarding solid waste disposal, including the mandates of the Resource Conservation and Recovery Act AB 939, AB 341, AB 1826, CALGreen, and Municipal Code Chapter 8.48, Solid Waste Handling and Recycling Services. Therefore, sufficient landfill capacity is available in the region for the estimated solid waste.
Objective: To protect the citizens and environment of Norwalk by controlling and limiting toxic waste generation in the City.	<p><u>Consistent.</u> Construction wastes associated with the proposed project would result in solid wastes associated primarily with demolition and grading activities and the removal of organic and other materials potentially deleterious to soil compaction. Additionally, the construction of the proposed project would result in the generation of construction wastes. The proposed project would be constructed in accordance with the City's Green Building Standards Code which requires a minimum of 65 percent of the non-hazardous construction and demolition debris (by weight or volume) to be recycled and/or salvaged for reuse. Furthermore, the requirements of Municipal Code Chapter 8.48, Solid Waste Handling and Recycling Services, would be implemented including the preparation of waste management plans for construction activities.</p> <p>Substantial risks associated with hazardous materials are not typically associated with the operation of office/retail, multi-family residential uses, and park land uses. Minor cleaning products along with the occasional use of pesticides and herbicides for landscape maintenance of the project site are generally the extent of hazardous materials that would be routinely utilized on-site. Thus, the presence and on-site storage of these materials are common for residential uses and would not be stored in substantial quantities (quantities required to be reported to a regulatory agency).</p>
Policy: Comply with the provisions of AB 939 to reduce solid waste.	<u>Consistent.</u> The project would be required to demonstrate compliance with AB 939, which requires all California cities to "reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible." AB 939 requires that at least 50 percent of waste produced is

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
	feasible.” AB 939 requires that at least 50 percent of waste produced is recycled, reduced, or composted. As part of implementation of the Specific Plan the developers/operators of each Planning Area would be required to coordinate with Athens Services for the collection, disposal, and recycling of solid waste. A comprehensive recycling plan would be required to be included with each development plan submittal prior to the City’s issuance of a building permit approval. The comprehensive recycling plan would be required to include a general recycling program for all uses including the separation of organic waste. In addition, the project would be constructed in accordance with the CALGreen, which requires recycling a minimum of 65 percent of the nonhazardous construction and demolition debris (by weight or volume).
Policy: Encourage public and private recycling programs.	<u>Consistent.</u> The development of the proposed project would comply with the requirements of AB 341, which mandates recycling for commercial and multi-family residential land uses.
Policy: Actively promote safe disposal of hazardous wastes.	<u>Consistent.</u> Compliance with applicable laws and regulations governing the use, storage, transport, and disposal of hazardous materials would ensure that all potentially hazardous materials associated with future development proposed by the project are used and handled in an appropriate manner and would minimize the potential for safety impacts.
Source: City of Norwalk, <i>Norwalk General Plan</i> , 1996.	

As demonstrated in Table 5.1-1, the proposed project would be consistent with relevant General Plan policies and impacts would be less than significant.

Additionally, the project site is identified in the General Plan as an Opportunity Site. An Opportunity Site is one that inhibits both a current issue and future opportunity for redevelopment into a more neighborhood- and City-serving space. The former CYA facility qualified the project site as an Opportunity Site given its incompatibility with surrounding residential uses. The General Plan recommends that the site be redeveloped into a residential community, including common open space and recreational facilities, potentially under the governance of a Specific Plan. Given the site’s proximity to existing transit, employment, and shopping, it is also recommended that circulation connectivity and alternative forms of mobility be considered to enhance the prospective residential community. As a mixed-use and transit-oriented development, the proposed Specific Plan would satisfy the intent of the project site as an Opportunity Site.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

CITY OF NORWALK MUNICIPAL CODE

LU-2 **THE PROPOSED PROJECT COULD CONFLICT WITH CITY OF NORWALK MUNICIPAL CODE STANDARDS OR REGULATIONS.**

Impact Analysis: Based on the Zoning Map, the project site is located within the Institutional (I) zoning designation. The proposed project involves adopting the Norwalk Transit Village Specific Plan and would require a Zone Change to change the zoning of the project site to “Specific Plan No. 17.”

The proposed Specific Plan would allow for the development of a mixed-use transit-oriented community with a mix of office/retail, multi-family residential uses, and park land uses, as well as on-site parking, within the Specific Plan area. As such, upon approval of the Zone Change (to Specific Plan No. 17), development of the mixed-use transit-oriented community would be allowed.

Additionally, the proposed Specific Plan includes a number of design guidelines and development standards that would guide future development of the site. The proposed Specific Plan Section 2.5, *Permitted Uses*, identifies permitted uses within each land use designation. The proposed Specific Plan Section 2.6, *Development Standards*, includes standards and provisions for the use of land within the Specific Plan area. Development standards identified include maximum densities, floor area, heights, façade length, and retaining wall dimensions, as well as minimum site permeability, open space, encroachments, and setbacks. Required built-to-line setbacks are also included. Design guidelines include those related to site planning, architectural integrity, landscape and open space, signage, and sustainability.

Future development on-site would be required to comply with the Specific Plan development standards and design guidelines. Thus, upon approval of the proposed Zone Change, the project would not conflict with the Municipal Code. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

LU-3 **THE PROPOSED PROJECT MAY CONFLICT WITH SCAG’S 2020-2045 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY POLICIES.**

Impact Analysis: SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted 2020-2045 RTP/SCS. Based on CEQA Guidelines Section 15206, *Projects of Statewide, Regional or Areawide Significance*, the proposed project is considered regionally significant.

The 2020-2045 RTP/SCS performance goals were adopted to help focus future investments on the best-performing projects and strategies to preserve, maintain and optimize the performance of the existing transportation system. The project’s consistency with SCAG’s goals is presented in [Table 5.1-2, SCAG 2020-2045 RTP/SCS Consistency Analysis](#).

**Table 5.1-2
SCAG 2020-2045 RTP/SCS Consistency Analysis**

RTP/SCS Goals	Project Consistency Analysis
<p>Goal 1. Encourage regional economic prosperity and global competitiveness.</p>	<p><u>Consistent.</u> The proposed project would revitalize the project site with a vibrant transit-oriented mixed-use development, including new neighborhood-serving commercial uses, such as restaurants and businesses that provide goods and services people would frequently use for their personal and household needs. Examples include small grocery stores/markets, eating and drinking establishments, dry cleaners, and hospitality uses, that would contribute to the City's economic base.</p>
<p>Goal 2. Improve mobility, accessibility, reliability, and travel safety for people and goods.</p>	<p><u>Consistent.</u> The proposed transit-oriented development would be a compact, walkable, high-density mixed-use residential and commercial area located within 0.25- to 0.5-miles of a transit station. The project would incorporate features to encourage transit use throughout the day such as a mix of uses, high-quality pedestrian and bicycle access and narrow streets. The project would facilitate pedestrian and bicycle connectivity within the project site and to the greater community and transit, such as the adjacent Norwalk/Santa Fe Springs Metrolink station (located approximately 0.2- to 0.5-miles to the north), the Norwalk Greenline Station, and the Los Angeles Metro-Norwalk Station. Bike lanes, sidewalks, trails/linear parks and improved intersection crossings would be included to maximize connectivity. As discussed in Section 5.7, Transportation, the proposed project would result in less than significant impacts to hazards due to geometric design and incompatible uses and for emergency access. Therefore, the proposed project would support the mobility and travel on the project site and adjacent roadways.</p>
<p>Goal 3. Enhance the preservation, security, and resilience of the regional transportation system.</p>	<p><u>Consistent.</u> The project proposes a transit-oriented community that would increase access to and promote ridership of the local and regional transit system by locating new residential and commercial uses in the vicinity of multiple public transit facilities. The project would also incorporate features to encourage transit use throughout the day such as a mix of uses, high-quality pedestrian and bicycle access and narrow streets.</p>
<p>Goal 4. Increase person and goods throughput and travel choices within the transportation system.</p>	<p><u>Consistent.</u> The proposed project would encourage and support current and future transit use and other alternative forms of transportation. The project would facilitate pedestrian and bicycle connectivity within the project site and to the greater community and transit, such as the adjacent Norwalk/Santa Fe Springs Metrolink station (located approximately 0.2- to 0.5-miles to the north), the Norwalk Greenline Station, and the Los Angeles Metro-Norwalk Station. Bike lanes, sidewalks, trails/linear parks and improved intersection crossings would be included to maximize connectivity.</p>
<p>Goal 5. Reduce greenhouse gas emissions and improve air quality.</p>	<p><u>Inconsistent.</u> As detailed in Section 5.9, Greenhouse Gas Emissions, the project would generate approximately 7,563.84 million metric tons of carbon dioxide equivalent (MTCO_{2e}) emissions compared to existing conditions, which would be considered a significant and unavoidable impact. However, as discussed in Impact Statement GHG-2, the project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs. As detailed in Section 5.8, operational emissions for all criteria pollutants would be below established South Coast Air Quality Management District (SCAQMD) significance thresholds. The proposed project would include project features that would encourage alternative transportation (such as transit, bicycle, and walking) that would reduce</p>

Table 5.1-2, continued

RTP/SCS Goals	Project Consistency Analysis
	<p>greenhouse gas emissions. The proposed project would develop residential and commercial land uses on the project site, which would bring employment opportunities closer to the local workforce, and provide commercial uses in an infill, urbanized environment that could facilitate the reduction of VMT. The close proximity of future housing units to commercial uses within the project site and surrounding area would reduce VMT by supporting and encouraging alternate modes of traveling (e.g., walking, bicycling, public transit) throughout the area, thereby reducing air quality and traffic impacts and greenhouse gas emissions. Additionally, the project location proximate to multiple public transit facilities and along existing bus routes would encourage public transit use. The proposed project would encourage walking and bicycling by creating a pedestrian-scale environment on-site with ground-floor commercial uses and publicly accessible open space, and by providing bicycle parking and multiple points of access for pedestrians and bicyclists. Further, as discussed in Section 5.7, Transportation, the proposed project would implement TDM measures to reduce VMT and greenhouse gas emissions associated with vehicle trips. Since the proposed project would result in a less than significant impact to air quality, is consistent with plans and policies designed to reduce GHG emissions, is located within an urbanized area near transit, and incorporates project features and mitigation measures that reduce vehicle trips, the proposed project would be consistent with this goal.</p> <p>Additionally, while the project itself would not reduce GHG emissions or improve air quality, it would not prevent SCAG from implementing actions that would reduce GHG emissions or improve air quality within the region.</p>
<p>Goal 6. Support healthy and equitable communities.</p>	<p><u>Consistent.</u> In addition to the residential and commercial components, the proposed project would include a publicly accessible network of parks and linear parks/greenways would run through the project site and connect to adjacent Zimmerman Park. A variety of community and wellness-oriented amenities would be distributed throughout the network. Park amenities may include a tot lot with play structures, shade structures, par course or fitness equipment, community gathering areas, community gardens, outdoor seating, dog runs, etc.</p>
<p>Goal 7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.</p>	<p><u>Consistent.</u> Implementation of the proposed project would develop residential and commercial land uses on the project site, which would bring employment opportunities closer to the local workforce and transit, provide bicycle parking on-site and activated publicly accessible open space, and encourage and improve the use of the region's public transportation system for residents and workers that would be generated by the proposed project.</p>
<p>Goal 8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.</p>	<p><u>Not Applicable.</u> The proposed project would not introduce new transportation technologies that would result in more efficient travel. The project would, however, include electric vehicle (EV) charging stations, bicycle parking, loading areas, and a convenient ride share/passenger pick-up and drop-off area to accommodate various transportation modes and technologies.</p>
<p>Goal 9. Encourage development of diverse housing types in areas well supported by multiple transportation options.</p>	<p><u>Consistent.</u> Development of the proposed project would allow up to 770 multi-family residential units with a mix of unit types and an affordable housing component within the project site. The project would facilitate pedestrian and bicycle connectivity within the project site and to the greater community and transit, such as the adjacent Norwalk/Santa Fe Springs Metrolink station (located approximately 0.2- to 0.5-miles to the north), the Norwalk Greenline Station, and the Los Angeles Metro-Norwalk</p>

Table 5.1-2, continued

RTP/SCS Goals	Project Consistency Analysis
	Station. Bike lanes, sidewalks, trails/linear parks, and improved intersection crossings would be included to maximize connectivity.
Goal 10. Promote conservation of natural and agricultural lands and restoration of critical habitats.	<u>Not Applicable.</u> There are no natural lands, agricultural lands, or critical habitats in the project area. As discussed in <u>Section 8.0</u> , project implementation would not result in significant impacts on biological or agricultural resources.
Source: Southern California Association of Governments, <i>2025-2040 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal</i> , September 3, 2020.	

As indicated in Table 5.1-2, the proposed project would be generally consistent with SCAG’s regional planning efforts and a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.1.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, “two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts.” As outlined in Table 4-1, Cumulative Projects List, and illustrated on Exhibit 4-1, Cumulative Projects Map, cumulative projects are located on both developed and undeveloped sites.

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED PROJECTS, COULD CONFLICT WITH LAND USE PLANS, POLICIES OR REGULATIONS ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT.**

Impact Analysis: Table 4-1 identifies related projects in the project vicinity determined as having the potential to interact with the proposed project to the extent that a significant cumulative land use impact may occur. Development projects within the City and neighboring jurisdictions undergo a similar plan review process to determine potential land use planning policy and regulation conflicts. Each cumulative project would be analyzed independent of other projects, within the context of their respective land use and regulatory setting. As part of the review process, each project would be required to demonstrate compliance with the provisions of the applicable jurisdiction’s land use designation(s) and zoning district(s). Each project would be analyzed to ensure consistency and compliance with the applicable jurisdiction’s General Plan goals and policies, Municipal Code regulations, and other applicable land use plans or policies.

As analyzed above, the proposed project would be consistent with relevant goals, policies, and/or standards from the General Plan, Municipal Code, and 2020-2045 RTP/SCS. Thus, the proposed project would not result in significant cumulatively considerable impacts in this regard. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.1.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to land use and planning have been identified.

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5.2 AESTHETICS/LIGHT AND GLARE

This section assesses the potential for aesthetic impacts using accepted methods of evaluating visual quality, as well as identifying the type and degree of change the proposed project would likely have on visual resources. The analysis in this section is primarily based on information provided by the City and verified through site reconnaissance conducted by Michael Baker International (Michael Baker) on November 15, 2022.

5.2.1 EXISTING SETTING

The City of Norwalk (City) is a City located in southeastern Los Angeles County, approximately 17 miles southeast of downtown Los Angeles and is part of the Greater Los Angeles area. Geographically, Norwalk is located within a 6,600 square mile coastal plain, bounded by the Pacific Ocean to the southwest and mountains around the rest of its perimeter. Surrounding cities include the City of Santa Fe Springs to the north, the City of La Mirada to the east, the City of Cerritos to the south, and the City of Downey to the west. Overall, the most significant manmade characteristics of the City include Norwalk’s iconic water tower, Hargitt House, Gilbert Sproul Museum, and Norwalk Town Square.^{1,2}

The project site is located at 13200 Bloomfield Avenue and is generally situated between Imperial Highway to the north, Zimmerman Park and the Union Pacific Railroad to the east, and Bloomfield Avenue to the west. The project site is currently developed with 27 buildings (with ancillary structures), and was, until early 2022, being utilized by the California Department of State Hospitals as a temporary hospital facility. The 32.3-acre project site was originally utilized as a facility for the California Division of Juvenile Justice (formerly known as the California Youth Authority [CYA]). Based on the City of Norwalk General Plan (General Plan) Land Use Map, the project site is designated “Institutional”. Based on the City of Norwalk Zoning Map (Zoning Map), the project site is zoned “Institutional” (I).

Overall, the project site is located within a predominantly residential area, with a residential townhome community to the north (Norwalk Manor), a 9.4-acre public park (Zimmerman Park) to the east, single-family residential units, a senior residential community and a hospital (Norwalk Community Hospital) to the south, and single-family residential units to the west, across Bloomfield Avenue. Surrounding urban development includes a mix of commercial, residential, and institutional uses. Regional access to the site is provided via Interstate 5 (I-5). Local access is provided via Imperial Highway and Bloomfield Avenue. Additionally, transit access is available for the project site via the Norwalk/Santa Fe Springs Metrolink Station, located approximately 0.2- to 0.5-miles northeast of the project site.

LIGHT AND GLARE

Lighting effects are associated with the use of artificial light during the evening and nighttime hours. There are two primary sources of light: light emanating from building interiors passing through

¹ City of Norwalk, *About Us*, <https://www.norwalk.org/about-us>, accessed November 21, 2022.

² Bob Archuleta, *About the City of Norwalk*, <https://sd32.senate.ca.gov/district/norwalk>, accessed November 21, 2022.

windows, and light from exterior sources (i.e., street lighting, building illumination, security lighting, parking lot lighting, and landscape lighting). Light introduction can be a nuisance to adjacent residential areas, diminish the view of the clear night sky, and if uncontrolled, can cause disturbances. Uses such as residences are considered light sensitive since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light source of a luminaire. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare-sensitive uses include residences, transportation corridors, and aircraft landing corridors.

As mentioned above, the project site is currently developed with 27 buildings, and was, until early 2022, being utilized by the California Department of State Hospitals as a temporary hospital facility. Surrounding urban development includes a mix of commercial, residential, and institutional uses. As a result, various sources of light and glare are present in the area. On-site lighting associated with existing uses include building illumination and security lighting. Lighting caused by car headlights and street lighting associated with roadways/freeways further influence lighting in the project area. Existing on-site structures do not include highly polished surfaces; thus, daytime glare is not readily apparent in the project area. Existing sources of glare during the evening or nighttime hours include vehicle headlights along surrounding roadways/freeways.

Light-sensitive uses within the project vicinity include multi-family residential (Norwalk Manor) to the north, multi-family residential (senior residential community) to the south, and single-family residential uses to the west, across Bloomfield Avenue.

5.2.2 REGULATORY SETTING

LOCAL LEVEL

City of Norwalk General Plan

COMMUNITY DESIGN ELEMENT

Goal: The City of Norwalk will be recognized as a place of visual order and exceptional quality in design.

Policy: New residential, commercial, industrial, and public facility and right-of-way developments should be reviewed to determine consistency and compatibility with the surrounding neighborhood, district, and the overall community.

Norwalk Municipal Code

MUNICIPAL CODE TITLE 9, PUBLIC PEACE, MORALS AND WELFARE

Municipal Code Section 9.04.150.E, *Construction or Repairing of Buildings*, prohibits the erection (including excavation), demolition, pile driving, hammering, alteration, construction, or repair of any building other than between the hours of 7:00 a.m. and 6:00 p.m. or sunset, whichever is later. The exception to this would be for emergencies in the interest of public health and safety where a permit would be required from the Building Official or Director of Community Development.

MUNICIPAL CODE TITLE 17, ZONING

Municipal Code Title 17, *Zoning*, referred to as the Norwalk Zoning Code (Zoning Code), provides the legislative framework to implement and enhance the General Plan by classifying and regulating the uses of land and structures within the City. Additionally, Zoning Code Chapter 17.03, *Development Requirements*, establishes generally acceptable standards for development in the City.

Chapter 17.03, Article 1, *Landscape Standards*, of the Zoning Code includes the City's landscaping standards. In order to establish landscaping standards that would enhance the aesthetic appearance of the City, Section 17.03.010, *Landscape standards*, identifies landscaping standards to encourage quality design and installation, ensure proper maintenance, and provide landscape alternatives that promote water conservation.

Development requiring a sign permit is subject to compliance with the City's Sign Ordinance pursuant to Chapter 17.03, Article 3, *Signs*, of the Zoning Code. The City's Sign Ordinance is intended to prevent signing which individually and/or cumulatively contributes to conditions that may subtly promote deteriorating trends due to excessive numbers, excessive size, poor orientation, poor maintenance and other such factors. As such, Section 17.03.160, *General requirements and limitations*, identifies sign design standards to regulate the location, size, type, content, illumination, and number of signs.

5.2.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in [Appendix 11.1](#), of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

- Have a substantial adverse effect on a scenic vista (refer to [Section 8.0, *Effects Found Not To Be Significant*](#));
- Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway (refer to [Section 8.0, *Effects Found Not To Be Significant*](#));
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project

conflict with applicable zoning and other regulations governing scenic quality? (refer to Impact Statements AES-1); and/or

- Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area (refer to Impact Statement AES-2).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a “less than significant impact” or “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.2.4 IMPACTS AND MITIGATION MEASURES

SCENIC QUALITY REGULATIONS

AES-1 IMPLEMENTATION OF THE PROPOSED PROJECT COULD CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY.

Impact Analysis: The project site is developed with and surrounded by urbanized uses. Thus, for the purposes of this threshold, the project’s potential to conflict with applicable zoning and other regulations governing scenic quality is evaluated.

The project site is designated “Institutional” in the City of Norwalk’s General Plan Land Use Map. The project proposes a General Plan Amendment (GPA) to redesignate the site from Institutional to Norwalk Transit Village Specific Plan (Specific Plan).

Development of the proposed project would improve the compatibility and visual quality of the project site by demolishing the existing former CYA facility and constructing a new mixed-use transit-oriented community with a mix of office/retail, multi-family residential, and park land uses. The Specific Plan architecture and design guidelines would facilitate a unified and cohesive development that ensures visual compatibility with the surrounding area.

DEVELOPMENT STANDARDS

Proposed Specific Plan Chapter 2, *Land Use and Development Standards* (Specific Plan Development Standards), establishes the permitted uses, development standards and regulations for the planned development on-site. Specific Plan Section 2.5, *Development Standards*, provides development standards including maximum densities, floor, area, heights, façade length, and retaining wall dimensions, as well as minimum site permeability, open space, encroachments, and required building setbacks. The proposed Specific Plan would permit mixed-use affordable high-density housing, an approximate 150-key hotel, commercial uses (e.g., restaurants) and open spaces (e.g., parks, trails) within the Specific Plan’s eight Planning Areas (PAs); refer to [Table 3-1, *Land Use Development Summary*](#).

The intent of the Development Standards is to ensure that future development of the Specific Plan area meets the vision and goals of the Specific Plan, while satisfying land use performance requirements. These standards would adhere to and in specific instances supersede those standards and regulations established by the City’s Municipal Code Title 17, *Zoning Ordinance*. The proposed

project also includes a zone map and text amendment that would change the zoning of the project site from “Institutional” to “Specific Plan No. 17.” Once adopted by ordinance, the Specific Plan would constitute the zoning and regulates development within the Specific Plan area by replacing existing zoning standards in the City’s Zoning Ordinance.

The Specific Plan would require development comply with the maximum density, floor area, and building height limits provided in Table 3-2, *General Development Standards*, except as provided by State law. PA6, PA7, and PA8 would be required to not exceed a height of three stories or 35 feet; refer to Exhibit 5.2-1, *Building Height Standards*. In PA3, PA4, and PA5, within 65 feet of the southerly property lines, buildings would not exceed a height of three stories or 45 feet. In PA1, PA2, PA3, PA4, and PA5, at a distance greater than 65 feet of the southerly property lines, parapets would be allowed to exceed the height limit requirements by up to six feet. This would create gradual transitions in height, offering subtle variation while still maintaining consistency with other buildings on-site and on adjacent properties. Additionally, stair and elevator penthouses would be allowed to exceed the height limit an additional 15 feet provided they are located at least eight feet from the face of any exterior wall visible from a public street. This eight-foot stepback would be required for any building exceeding four stories in height. As such, buildings adjoining off-site residential uses would not exceed three stories (35 feet in height along the northern property boundary and 45 feet along the southern property boundary), and would step back as additional building height is permitted, up to 76 feet in height near the central portions of the project site.

The Specific Plan would also require development to conform with setback requirements established in Table 3-2. Setbacks establish minimum and maximum distances between development and street-fronting property lines. This would enhance pedestrian connectivity while activating the ground level. Stoops, balconies, architectural features, and signs would be allowed to project up to eight feet into setbacks. In PA1 through PA6, front setbacks would be required to be a minimum of 10 feet. No minimum front setback requirements would be applicable to PA7 and PA8. Front setbacks would be required to not exceed 12 feet for PA1 through PA5 and 15 feet for PA6. No maximum front setback requirements would be applicable to PA7 and PA8.

Exterior walls would be required to provide massing breaks and articulation at the intervals established in Table 3-2; refer to Exhibit 5.2-2, *Building Massing and Fronting Standards*. Massing breaks would be required along all street-fronting walls. Articulations would be required at all exterior walls visible from the street. Massing breaks are encouraged to coincide with building entries. Any exterior wall visible from the street would be required to provide a change in façade material; a change in façade color; or change in fenestration pattern. These frontage standards would both elevate and complement the neighborhood character, while establishing a unique standard for development.

Overall, the proposed project within the Specific Plan area would be required to be consistent with the proposed Specific Plan Development Standards, which would ensure orderly and aesthetically cohesive development on-site. As such, upon approval of the proposed Specific Plan, the project would not conflict with applicable zoning and other regulations governing scenic quality.

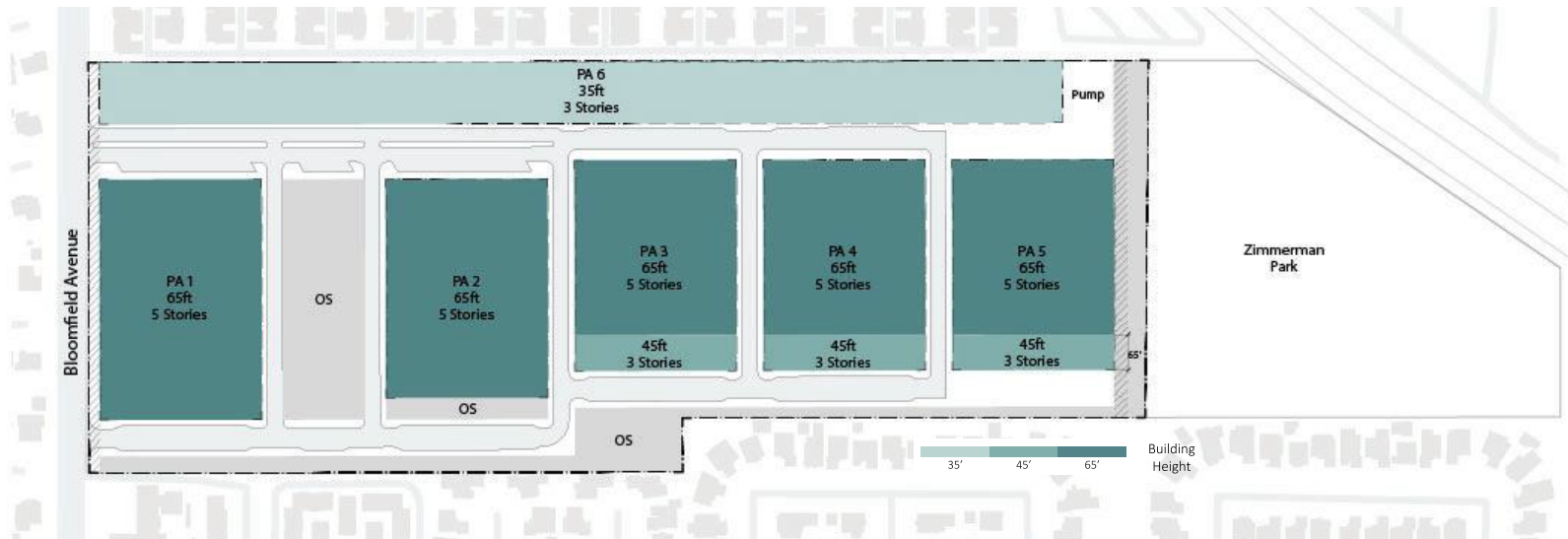


Figure 2-2 Building height

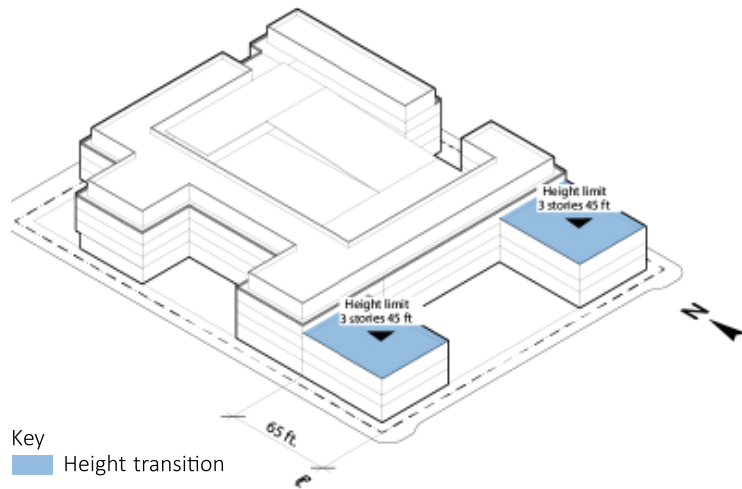


Figure 2-3 Height Transition for PAs 3, 4 and 5



Figure 2-4 Height: 8-foot stepback above 4 stories

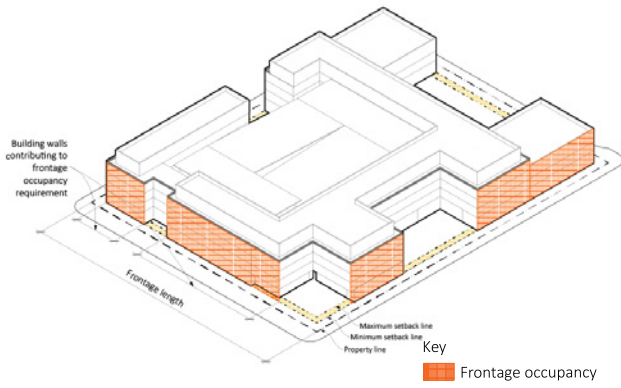


Figure 2-7 Frontage Occupancy

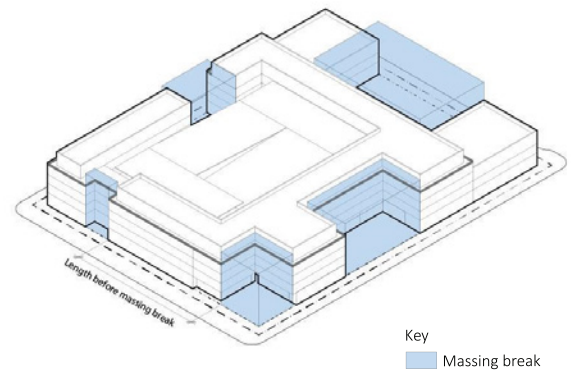


Figure 2-8 Massing Breaks



Figure 2-9 Facade length before articulation



Figure 2-10 Massing break at entry



Figure 2-13 Retail Frontage



Figure 2-15 Townhome frontage

URBAN DESIGN GUIDELINES

Proposed Specific Plan Section 2.13, *Design Guidelines* (Specific Plan Design Guidelines), includes design principles for general open space design, location, community rooms, landscaping, and irrigation. The design principles are intended to establish a community with multi-modal transportation, walking trails, community connectivity, sustainable landscaping and health and wellness-focused amenities.

The project area is generally characterized by lower-intensity development, such as single family residences, townhomes, a single story community hospital, and open space. As such, the project design would require building forms that offer transitioning heights and compatibility to blend in with the surrounding community. The project proposes to include more intensive structures to accommodate the higher concentration of residents, jobs, and other uses as appropriate for a major transit area. However, the project’s buildings must be articulated and broken down into smaller masses to offer visual interest and open space, while being compatible with the surrounding context.

Future development at the project site would be required to be generally consistent with the Design Guidelines presented in the Specific Plan. Such guidelines include encouraging roof heights to vary, construction of scaled building heights, and division/articulation of long façades. Open spaces would be required to be activated by ground floor architectural treatments that provide pedestrian interest, generate foot traffic, and reduce large building massing with pedestrian scale elements. Abundant ground floor glazing and entries, modulated building facades, and landscaping would also be required to be situated near open spaces whenever possible. Perimeter landscaping would encourage walkability and pedestrian use and be designed to complement the streetscape character. Other elements of the proposed Specific Plan would allow for a pedestrian scale environment, such as bike lanes, widened sidewalks, trails/linear parks, and improved intersection crossings. Off-site improvements to Bloomfield Avenue would include, but are not limited to, streetscape improvements (e.g., landscaped parkways, pedestrian walkways, bus transit stops, street furniture, and widened pedestrian zones).

Overall, future development within the Specific Plan area would be required to be generally consistent with the proposed Specific Plan Design Guidelines, which would ensure orderly and aesthetically cohesive development on-site.

GENERAL PLAN CONSISTENCY ANALYSIS

Table 5.2-1, *Project Consistency with Relevant General Plan Policies*, provides a consistency analysis of the proposed project and relevant General Plan goals and policies related to scenic quality. For a consistency analysis of other goals and policies refer to [Section 5.1, Land Use and Planning](#), [Table 5.1-1, General Plan Consistency Analysis](#).

**Table 5.2-1
Project Consistency with Relevant General Plan Policies**

Applicable General Plan Policies	Project Consistency Analysis
Open Space Element	
Policy: Encourage development of a cohesive streetscape through the City.	<u>Consistent</u> . Pedestrian circulation would be provided throughout the project area via walkways and linear parks. Pedestrian crossings would be required to be provided throughout the project site, including the proposed traffic signal on Bloomfield Avenue. The proposed

Table 5.2-1, continued

Applicable General Plan Policies	Project Consistency Analysis
	<p>perimeter landscape is intended to encourage walkability and pedestrian use and would be designed to complement the streetscape character. Internal streetscape design would encourage pedestrian connectivity to internal and external roadways, the publicly accessible plaza and park areas, and the plaza and park areas dedicated to the community. Open spaces would be required to be activated by ground floor architectural treatments that provide pedestrian interest, generate foot traffic, and reduce large building massing with pedestrian scale elements.</p>
<p>Policy: Encourage coordination between private development and public streetscape, including landscaping, signage and lighting.</p>	<p><u>Consistent.</u> On-site landscaping would be designed to complement the streetscape character. Internal streetscape design would encourage pedestrian connectivity to internal and external roadways, the publicly accessible plaza and park areas, and the plaza and park areas dedicated to the community. The irrigation system would be required to be designed and constructed to meet and/or exceed model water efficient landscape ordinances (MWELO).</p> <p>Additionally, all signs proposed for the project would be governed by a comprehensive sign program that would provide internal consistency in design style and direction for placement and size of signs, including a standardized wayfinding program. The comprehensive sign program would also include provisions that ensure that lighting from signs do not significantly intrude upon or impact adjacent residential uses. The comprehensive sign program would be required to be submitted after approval of the Specific Plan for review and approval by Director of Community Development pursuant to the Specific Plan, as a part of the ministerial review and approval process. A detailed safety, lighting, and signage lighting plan would be required to be submitted and approved by the Director of Community Development, prior to issuance of a building permit, where the plan would discuss strategies for avoiding spillover lighting and to ensure pedestrian safety.</p>
<p>Community Design Element</p>	
<p>Goal: The City of Norwalk will be recognized as a place of visual order and exceptional quality in design.</p>	
<p>Policy: New residential, commercial, industrial, and public facility and right-of-way developments should be reviewed to determine consistency and compatibility with the surrounding neighborhood, district, and the overall community.</p>	<p><u>Consistent.</u> Development standards and design standards in the proposed Specific Plan would ensure a high-quality design that complements surrounding land uses, which would promote a positive image of the City and maintain visual order. Development consistent with the proposed project would provide for a harmonious architectural design with quality materials that are visually consistent across the project site and with surrounding uses. The proposed project would also include pedestrian walkways and publicly accessible open space throughout the site that would connect with public rights-of-way, providing visual cohesion with the surrounding urban environment. The proposed project consists of a set of development and design standards that would guide outdoor space standards, landscape design, site design, and architectural design character that would ensure that the build-out of the proposed project has exceptional quality design.</p> <p>Overall, future development within the Specific Plan area would be required to be generally consistent with the proposed Specific Plan</p>

Table 5.2-1, continued

Applicable General Plan Policies	Project Consistency Analysis
	Design Guidelines, which would ensure orderly and aesthetically cohesive development on-site.
Source: City of Norwalk, <i>City of Norwalk General Plan</i> , February 27, 1996.	

As demonstrated in Table 5.2-1, the proposed project would be consistent with General Plan policies governing scenic quality and impacts in this regard would be less than significant.

CONCLUSION

Future development in accordance with the proposed Specific Plan would be required to comply with the proposed Development Standards and would be regulated through the City’s design review process for consideration of consistency with the Specific Plan Design Guidelines. The City, or their designee, would utilize the Specific Plan’s Development Standards and Design Guidelines to review subsequent plan submittals to ensure that future development meets the requirements of the specific plan. The Specific Plan would be consistent with General Plan policies related to scenic quality and would provide a unique opportunity to rehabilitate a blighted State property by transforming it with a new transit village with a mix of residential, commercial, and open space uses to serve the community. The proposed Specific Plan would also encourage transit use by developing a mix of uses on-site, constructing new pedestrian and bicycle access and infrastructure and creating narrow streets. Therefore, the proposed project would not conflict with applicable zoning and other regulations governing scenic quality. Although development in accordance with the Specific Plan would change the existing visual elements of the project site, it would create an attractive, well-designed, mixed-use community with a high-quality pedestrian environment and high-quality architectural design; overall, and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LIGHT AND GLARE

AES-2 IMPLEMENTATION OF THE PROPOSED PROJECT COULD CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE, WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA.

Impact Analysis: A significant impact may occur if lighting, as part of the proposed project, exceeds adopted thresholds for light and glare, including exterior lighting or light spillover,³ or if the proposed project creates a substantial new source of light or glare. Light-sensitive uses within the project

³ Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light source, presence of barriers or obstructions, type of light source, and weather conditions.

boundaries include residential uses to the north, south, and west (across Bloomfield Avenue) of the project site.

CONSTRUCTION

Project construction activities could involve temporary glare impacts as a result of construction equipment and materials. Pursuant to Municipal Code Section 9.04.150(E), *Construction or Repairing of Buildings*, construction activities would be limited to occur between the hours of 7:00 a.m. and 6:00 p.m., or sunset (whichever is later), Monday through Sunday. Thus, as no construction activities would be permitted after 6:00 p.m. from Monday through Sunday, short-term construction activities would cease at 6:00 p.m., or sunset (whichever is later) and, as such, lighting-related impacts would be less than significant.

OPERATIONS

Existing on-site lighting conditions consist of building illumination and security lighting associated with the former CYA facility. Project implementation would increase lighting at the project site compared to existing conditions, given the proposed increase in density and a mix of land uses on-site. Although the project would propose illuminated signage, all signs would be governed by a comprehensive sign program that would provide provisions to minimize impacts to adjacent residential uses. The comprehensive sign program would be required to be submitted after approval of the Specific Plan for review and approval by Director of Community Development pursuant to the Specific Plan, as a part of the ministerial review and approval process. A detailed safety, lighting, and signage lighting plan would be required to be submitted and approved by the Director of Community Development, prior to issuance of a building permit, where the plan would discuss strategies for avoiding spillover lighting and maintaining pedestrian safety.

All proposed lighting would be required to comply with the exterior lighting requirements included in the proposed Specific Plan and Municipal Code Section 17.03.160. Specific Plan Section 2.9, *Signage*, requires outdoor lighting to be shielded to prevent glare onto adjacent properties. Additionally, Specific Plan Section 2.9, requires outdoor lighting fixtures to be located and designed to minimize direct glare beyond site boundaries and cut-off fixtures to confine light spread within site boundaries. Following compliance with the Specific Plan Design Guidelines, Specific Plan Section 2.9, and Municipal Code Section 17.03.160, the proposed project would result in a less than significant impact with respect to light and glare.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.2.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, “two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts.” As outlined in Table 4-1, *Cumulative Projects List*, and illustrated on Exhibit 4-1, *Cumulative Projects Map*, cumulative projects are situated in the site vicinity.

SCENIC QUALITY REGULATIONS

- **THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY.**

Impact Analysis: As discussed, the City is largely built out with relatively little land available for new development. As a result, the cumulative development projects identified in [Table 4-1](#) primarily consist of infill development and would result in development similar to what currently exists in the surrounding vicinity. Additionally, the City would review site-specific development proposals against the City’s Municipal Code requirements for all future projects requiring discretionary approval. This regulatory procedure would ensure cumulative development is reviewed against the qualities and characteristics expected of development and major renovations in the City. Cumulative development would be reviewed against applicable General Plan policies.

As indicated in Impact Statement AES-1, the proposed project would be consistent with applicable zoning and regulations related to scenic quality upon approval of the proposed project. Further, project implementation would be subject to the Specific Plan Development Standards and Design Guidelines (e.g., landscaped parkways, pedestrian walkways, bus transit stops, street furniture, and pedestrian zones). Overall, these standards would serve to improve the scenic quality within the project site. Thus, cumulative impacts to scenic quality regulations would be less than significant, and the proposed project would not significantly contribute to cumulative impacts in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LIGHT AND GLARE

- **THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE, WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA.**

Impact Analysis: Development of cumulative projects could result in increased light and glare in the City during construction and operational activities. However, all cumulative development would be required to undergo separate environmental review under CEQA to evaluate project-level impacts associated with light and glare. Additionally, similar to the proposed project, cumulative projects would be required to comply with sign design standards as detailed in Municipal Code Section 17.03.160 and all Municipal Code requirements for outdoor lighting.

As discussed in Impact Statement AES-2, Specific Plan Section 2.9, requires outdoor lighting fixtures to be located and designed to minimize direct glare beyond site boundaries and cut-off fixtures to confine light spread within site boundaries. Following compliance with the Specific Plan Design Guidelines, Specific Plan Section 2.9, and Municipal Code Section 17.03.160, the proposed project would result in a less than significant impact with respect to light and glare. Thus, the project would not cumulatively contribute to the creation of substantial new lighting or glare and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.2.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to aesthetics/light and glare have been identified.

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5.3 TRIBAL AND CULTURAL RESOURCES

The purpose of this section is to identify existing cultural and tribal cultural resources within and around the project site and to assess the significance of such resources. Mitigation measures are recommended, as necessary, to minimize impacts as a result of project implementation. This section is primarily based upon the *Cultural Resources Assessment for the Correctional Youth Authority Project* (Cultural Assessment), prepared by Rincon Consultants, Inc. (Rincon) and dated June 2021; refer to [Appendix 11.3, *Cultural Resources Assessment*](#).

5.3.1 EXISTING SETTING

NATURAL SETTING

According to the *Preliminary Geotechnical Investigation Proposed Norwalk Transit Village Former Correctional Youth Authority Facility 13200 Bloomfield Avenue Norwalk, California* (Geotechnical Investigation), prepared by Rincon, dated June 17, 2021 (provided in [Appendix 11.4, *Geotechnical Investigation*](#)), the project site is located approximately 2.7 miles east of the San Gabriel River channel within the Coastal Plain of Los Angeles County, California. The region is characterized by northwest trending ridges. The dominant geological features of the region are the west-northwest folds and fault zones, including the Whittier Fault and Newport-Inglewood fault zone located north and southwest of the project site, respectively. Locally, the project site is relatively flat with an elevation ranging from 94 feet above mean seal level (msl) to 101 feet above msl. The project site is underlain by undocumented artificial fill over Quaternary age deposits comprised of varying proportions of sand, gravel, silt, and clay deposited along the San Gabriel and Rio Hondo River systems. Groundwater is anticipated to be greater than 51.5 feet below ground surface (bgs).

CULTURAL SETTING

Horizons are defined as the chronological sequences used to explain prehistoric cultural changes within all or portions of southern California's coastal region that include four horizons: Early Man, Milling Stone, Intermediate, and Late Prehistoric.

Prehistoric Period

EARLY MAN HORIZON

Numerous Early Man Horizon sites have been identified along the mainland coast and Channel Islands of southern California; of which, the Arlington Springs site on Santa Rosa Island, produced human remains dating to approximately 13,000 years ago. On San Miguel Island, human occupation at Daisy Cave has also been dated to nearly 13,000 years ago. Some of the earliest examples of basketry on the Pacific Coast, dating to over 12,000 years old have been found on that site.

Early Man Horizon sites are generally associated with an emphasis on hunting. Recent data indicates that the Early Man economy was a mixture of hunting and gathering, including a significant focus on aquatic resources in coastal areas and on inland lakeshores. A warm and dry period called the Altithermal created conditions that are likely responsible for the change in human diet patterns at this time, including a greater emphasis on plant foods and small game.

MILLING STONE HORIZON

Milling Stone Horizon is defined as “marked by extensive use of milling stones and mullers, a general lack of well-made projectile points, and burials with rock cairns.” The significant quantity of such artifact types indicates a diet based around collecting plant foods and small animals. A variety of food resources were consumed including small and large terrestrial mammals, sea mammals, birds, shellfish and other aquatic species, near-shore fish species, and seeds and other plants. The differences in artifacts over time and between coastal and inland sites indicate that Milling Stone Horizon diets adapted to changes in the environment. Locally available tools (i.e., stone dominate artifacts) associated with Milling Stone Horizon sites were used. Chopping, scraping, and cutting tools are very common along with ground stone tools such as manos and metates. The mortar and pestle, associated with acorns or other foods processed through pounding, were first used during the Milling Stone Horizon and increased dramatically in later years.

Two types of artifacts commonly used during the Milling Stone Horizon are the cogged stone and discoidal, most of which have been found in sites dating between 1,000 and 4,000 years ago. The cogged stone is a ground stone object with gear-like teeth on the perimeter of the stone and produced from a variety of materials. The function of cogged stones is unknown; however, ritualistic or ceremonial uses have been presumed. Discoidals, although similar to cogged stone, are found in the archaeological record after the introduction of the cogged stone. Cogged stones and discoidals were often (and purposefully) buried. Cogged stones have been collected in Los Angeles County; however, their range appears to center around the Santa Ana River basin.

INTERMEDIATE HORIZON

The Intermediate Horizon period dates from approximately between 500 and 3,000 years ago and is characterized by a shift towards a hunting and aquatic based diet, as well as greater use of plant foods. Specifically, a noticeable trend towards use of local food resources including a variety of fish, land mammals, and sea mammals along the coast. Tool kits for hunting, fishing, and processing food and materials reflect this increased variety of local food resources, with flake scrapers, drills, various projectile points, and shell fishhooks being manufactured.

Mortars and pestles became more common during this period, gradually replacing manos and metates as the dominant equipment. This change in milling stone technology is believed to signal a transition from hard seed resources to acorns. Burial practices during the Intermediate Horizon typically included burials facing towards the west.

LATE PREHISTORIC HORIZON

During the Late Prehistoric Horizon, the diversity of plant food resources and land and sea mammal hunting increased. A greater variety of artifact types were observed during this period and high quality materials were used for small, finely worked projectile points associated with the bow and arrow. Steatite containers were made for cooking and storage, and an increased use of asphaltum for waterproofing is noted. More artistic artifacts were recovered from Late Prehistoric Horizon sites and cremation became a common custom. Larger, more permanent villages supported an increased population size. These changes align with the westward migration of Uto-Aztec language speakers from the Great Basin region to Los Angeles, Orange, and western Riverside counties.

Historic Period

Post-contact history in California is generally divided into three periods: the Spanish Period (1769-1822), the Mexican Period (1822-1848), and the American Period (1848-present).

SPANISH PERIOD (1769-1822)

Spanish exploration of California began when Juan Rodriguez Cabrillo led the first European expedition into the region in 1542. During this expedition, Juan Rodriguez Cabrillo anchored in Malibu Lagoon and named the area Pueblo de las Canoas for the Chumash canoes. For more than 200 years after his initial expedition, Spanish, Portuguese, British, and Russian explorers sailed the California coast and made limited inland expeditions; however, they did not establish permanent settlements. In 1769, Gaspar de Portolá and Franciscan Father Junipero Serra established the first Spanish settlement at Mission San Diego de Alcalá. This was the first of 21 missions erected by the Spanish in what was then known as Alta (upper) California between 1769 and 1823. Mission San Buenaventura was founded in 1782. It was during this time that initial Spanish settlement of the project vicinity began.

MEXICAN PERIOD (1822-1848)

The Mexican Period commenced once news of the success of the Mexican Revolution (1810-1821) against the Spanish crown reached California in 1822. This period saw the privatization of mission lands in California with the passage of the Secularization Act of 1833. This Act enabled Mexican governors in California to distribute mission lands to individuals in the form of land grants. Successive Mexican governors made more than 700 land grants between 1822 and 1846, putting most of the state's lands into private ownership for the first time.

Mexican forces fought combined US Army and Navy forces in the Battle of the San Gabriel River on January 8, 1847, and in the Battle of La Mesa on January 9, 1847. American victories in both battles confirmed the capture of Los Angeles by American forces. On January 10, 1847, leaders of the Pueblo of Los Angeles surrendered peacefully after Mexican General Jose Maria Flores withdrew his forces. Shortly thereafter, newly appointed Mexican Military Commander of California Andrés Pico surrendered all of Alta California to US Army Lieutenant Colonel John C. Fremont in the Treaty of Cahuenga.

MEXICAN PERIOD (1848-PRESENT)

The Mexican Period officially ended in early January 1848 with the signing of the Treaty of Guadalupe Hidalgo, formally concluding the Mexican-American War. Per the treaty, the United States agreed to pay Mexico 15 million dollars for conquered territory, including California, Nevada, Utah, and parts of Colorado, Arizona, New Mexico, and Wyoming. California gained statehood in 1850, and this political shift set in motion a variety of factors that began to erode the rancho system.

In 1848, the discovery of gold in northern California led to the California Gold Rush, though the first gold was found in 1842 in San Francisquito, about 35 miles northwest of Los Angeles. By 1853, the population of California exceeded 300,000. Horticulture and livestock, based primarily on cattle as the currency and staple of the rancho system, continued to dominate the southern California economy through the 1850s. A severe drought in the 1860s, however, decimated cattle herds and drastically affected rancheros' source of income. Thousands of settlers and immigrants continued to pour into

the state, particularly after the completion of the transcontinental railroad in 1869. Property boundaries loosely established during the Mexican era led to disputes with new incoming settlers, problems with squatters, and lawsuits. The initiation of property taxes proved onerous for many southern California ranchers, given the size of their holdings. Rancheros were often encumbered by debt and the cost of legal fees to defend their property. As a result, much of the rancho lands were sold or otherwise acquired by Americans. Most of these ranchos were subdivided into agricultural parcels or towns.

In the 1880s, a dramatic boom fueled by various factors including increasingly accessible rail travel, agricultural development and improved shipment methods, and favorable advertisement occurred in southern California. In 1883, the California Immigration Commission designed an advertisement declaring the state as “the Cornucopia of the World”. New southern Californian towns were promoted as havens for good health and economic opportunity.

CITY OF NORWALK

Norwalk was founded in the late 19th century by Atwood and Gilbert Sproul from Oregon. The Sproul brothers purchased 463 acres of land at 11 dollars an acre in the area that came to be known as Corvalles, a version of the name “Corazón de los Valles,” or Heart of the Valley. In 1873, the Sproul brothers deeded 23 acres to the Anaheim Branch of the Southern Pacific railroad with the idea that a stop be added for the community along the rail line. Gilbert Sproul surveyed the town site shortly after, naming it “Norwalk”.

The town remained relatively undeveloped into the 1880s, although a school and church were completed by early settlers. Dairy and sugar beets became the town’s main economic products by the turn of the century. One major disaster, the Long Beach Earthquake of 1933, destroyed much of the town’s historic core, and the City’s commercial corridor moved from Front Street to Firestone Boulevard.

During post-World War II years, Norwalk’s population exploded. Between 1948 and 1950, the City’s population grew from 5,000 to over 30,000 people. A newspaper article from 1950 titled “Norwalk Sets Pace in L.A. Expansion” indicated that “Norwalk, once a sleepy little community on the way to Santa Ana, has suddenly leaped into the limelight as the “Miracle City” of Southern California... Los Angeles County government experts, who have viewed the local scene for more than a quarter of a century, say that the Norwalk growth has been the “fastest and most phenomenal” of any section of the County.”

The City was incorporated in 1957, resulting in the expansion of municipal services within the City. The population continued to grow into the 1990s.

PROJECT SITE

Site History and Historic Context

The project site was largely undeveloped until the California Youth Authority [CYA] purchased the property in 1950 and constructed the Southern Youth Reception Center and Clinic in 1954. Upon purchase in 1950, architects Austin, Field & Fry (John Austin, Robert Field Junior, and Charles Eugene Fry) of Los Angeles were hired to design plans for the facility. At this time, the Southern Youth Reception Center and Clinic was considered a “tremendous step forward in combatting juvenile

delinquency”. The CYA facility was completed in 1954 and reflected many of the design elements encouraged by juvenile specialists at the time including Sherwood Norman. In later years, the facility was described as a “sprawling low-profile cluster of buildings that includes a hospital, administrative offices, several detention wards, a library, craft shops and reception areas... detention units...are austere, barrack-like structures”.

Cultural Assessment Figure 18, *Aerial Photograph of Norwalk, Project Site Outlined in Red, 1956*, depicts an aerial photograph from 1956 that illustrates the original layout and design of the facility, which included rectangle shaped buildings. Also visible in the photograph are homes that were developed immediately to the west of the site in the post-World War II era.

The CYA facility held juveniles at the location for approximately five weeks, while specialists determined which institution would best fit each juvenile’s needs. According to former Director of the CYA, Heman Stark, the reception center was a “further step in California’s program of treatment, rather than punishment, of delinquent youth” and the CYA was “dedicated to the exploration and eradication of the causes of juvenile delinquency through understanding its causes and rehabilitating the youthful offender”. In 1974, the CYA facility hosted the first treatment program for “psychotic juvenile criminal offenders” in the world. The program was funded by the County of Los Angeles.

Currently, the project site contains 27 buildings, one pool, one shelter, and numerous temporary storage containers. The location, appearance, and description of various on-site buildings and structures are depicted in Exhibit 5.3-1, *Building and Structure Locations*, and Exhibits 5.3-2a through 5.3-2e, *CYA Facility Built Features*. Of these, 20 buildings/structures are over 45 years of age. The buildings are typically one-story in height and vary in size. The buildings’ exteriors are generally constructed with a variety of brick, stucco, corrugated metal, and wood siding. Roof forms also vary and include gable, flat, shed, and hipped roofs. The buildings in the central portion of the site are low, modular buildings surrounding outdoor recreational areas. Maintenance and support buildings are mostly limited to the edges of the project site. Landscaping is comprised of large lawns as well as trees, shrubs, and smaller plantings. Hardscape includes walkways between buildings, basketball courts, and a parking lot along the southern edge of the property.

CULTURAL RESOURCES

Records Search

Literature searches of the California Historical Resources Information System (CHRIS) at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton were conducted on April 12, 2021. The searches were conducted to identify previous cultural resources studies and previously recorded cultural resources within a half-mile radius of the project area. The CHRIS search included a review of the NRHP, CRHR, California Historical Landmarks list, and the Built Environment Resources Directory.

PREVIOUS CULTURAL RESOURCES STUDIES



The SCCIC records search identified 13 previously conducted cultural resources studies within a 0.5-mile radius of the project site, none of which included the project site; refer to Cultural Assessment Table 2, *Previous Cultural Resources Studies within 0.5-Mile of the Project Site*.







Source: Microsoft Bing and its licensors © 2021.

Photograph	Building Identifier	Built Date	Description
	1AH	c. 1950-1954	<ul style="list-style-type: none"> ▪ Former administration building, clinic, hospital & admissions receiving ▪ Single-story ▪ Flat roof ▪ Overhanging eaves with chain-link fence and barbed wire ▪ Brick exterior ▪ Steel windows with metal security grilles ▪ Double metal and glass doors
	B1-B7	c. 1950-1954	<ul style="list-style-type: none"> ▪ Former cottages (Gibbs, Sutter, Cabrillo, Pico, Old Marshall, Portola, and Drake) ▪ Single-story ▪ Flat roof ▪ Overhanging concrete eaves with barbed wire ▪ Brick exterior ▪ Steel windows with four-over-four hopper and fixed lights; built in security grilles and cell numbers ▪ Double metal industrial doors
	9R	c. 1950-1954	<ul style="list-style-type: none"> ▪ Former multi-purpose building and chapel ▪ 1.5-story ▪ Gable, flat and shed roofs with overhanging wood eaves ▪ Brick exterior ▪ Hopper, sliding, and double-hung windows; fixed glass blocks ▪ Double metal industrial doors
	11E	c. 1950-1954	<ul style="list-style-type: none"> ▪ Former education building ▪ Single-story ▪ Low-slope gable and flat roofs ▪ Overhanging wood eaves ▪ Brick exterior ▪ Double doors ▪ Multi-pane hopper windows with concrete sills

Photograph	Building Identifier	Built Date	Description
	12KC	c. 1950-1954	<ul style="list-style-type: none"> ▪ Former kitchen-cafeteria, warehouse, and freezer building ▪ Single-story ▪ Flat and shed roofs with overhanging wood eaves upheld by wood and metal beams ▪ Brick exterior ▪ Double and single doors (various materials) ▪ Various window types (metal frame hoppers, transom, multi-pane); some windows enclosed ▪ Includes warehouse addition
	13M	c. 1950-1954	<ul style="list-style-type: none"> ▪ Former maintenance building and electric transfer building ▪ Single-story ▪ Flat and shed roofs with overhanging wood eaves upheld by wood and metal beams ▪ Brick exterior ▪ Double and single doors (various materials) ▪ Various window types (metal frame hoppers, transom, multi-pane); some windows enclosed ▪ Metal rolling garage doors
	14M	c. 1956	<ul style="list-style-type: none"> ▪ Former grounds building ▪ Single-story ▪ Gable roof clad in metal ▪ Exposed eaves with wood rafter tails ▪ Corrugated metal cladding ▪ Single metal doors
	15L	c. 1963-1972	<ul style="list-style-type: none"> ▪ Former clothing distribution center/laundry ▪ Single-story ▪ Flat roof ▪ Stucco exterior ▪ Multi-pane metal windows ▪ Metal doors

Photograph	Building Identifier	Built Date	Description
	17M	c. 1956	<ul style="list-style-type: none"> ▪ Former storage building ▪ Single-story ▪ Gable roof clad in metal ▪ Two projecting metal vents on roof ▪ Vertical corrugated metal cladding ▪ Single metal doors
	18TC	c. 1963-1972	<ul style="list-style-type: none"> ▪ Former training center ▪ Single-story ▪ Gable roof ▪ Projecting eaves ▪ Louvered vent at gable ends ▪ Metal cladding ▪ Metal doors
	SP	c. 1963-1972	<ul style="list-style-type: none"> ▪ Former swimming pool ▪ Rectangular shape ▪ Concrete shell
	PH	c. 1956	<ul style="list-style-type: none"> ▪ Former pump house ▪ Single-story ▪ Shed roof clad in metal ▪ Exposed eaves with wood rafter tails ▪ Corrugated metal cladding ▪ Single metal doors ▪ Has an addition

Photograph	Building Identifier	Built Date	Description
	V1	c. 1950-1954	<ul style="list-style-type: none"> ▪ Former visitor entrance building ▪ Single-story ▪ Recessed entrance ▪ Brick exterior ▪ Flat roof with parapet ▪ Aluminum windows and doors
	V2	c. 1963-1972	<ul style="list-style-type: none"> ▪ Former outdoor visiting shelter ▪ Single-story ▪ Hipped roof ▪ Capped wood eave ▪ Upheld by wood beams ▪ Central enclosed building with brick exterior
	ER1	1954-1956	<ul style="list-style-type: none"> ▪ Former employee residence #1 ▪ Single-story ▪ Hipped roof ▪ Stucco exterior ▪ Single-hung wood casement windows ▪ Wood door ▪ Front entry porch with shed roof and round column
	G1	1954-1956	<ul style="list-style-type: none"> ▪ Former employee garage #1 ▪ Single-story ▪ Gable roof ▪ Stucco exterior ▪ Wood folding garage doors

Photograph	Building Identifier	Built Date	Description
	ER2	1954-1956	<ul style="list-style-type: none"> Former employee residence #2 Single-story Cross-gable roof Stucco exterior Single-hung wood casement windows Wood door Kitty-corner recessed entrance
	G2	1954-1956	<ul style="list-style-type: none"> Former employee garage #2 Single-story Gable roof Stucco exterior Wood folding garage doors
	ER3	1954-1956	<ul style="list-style-type: none"> Former employee residence #3 Single-story Cross-gable roof Stucco exterior Single-hung wood casement windows Wood door Kitty-corner recessed entrance
	G3	1954-1956	<ul style="list-style-type: none"> Former employee garage #3 (carport) Single-story Gable roof with wood shingles Wood exterior

PREVIOUSLY RECORDED CULTURAL RESOURCES

The SCCIC records search also identified three previously recorded cultural resources within a 0.5-mile radius of the project site; refer to Cultural Assessment Table 3, *Previously Recorded Resources within a 0.5-Mile Radius of the Project Site*. However, none of the previously recorded cultural resources are located within or adjacent to the project site.

Historical Eligibility Analysis

According to the Cultural Assessment, the Southern Youth Reception Center (former CYA facility) opened in 1954 as one of the two reception centers following the creation of the CYA. Although the Southern Youth Reception Center is associated with the development of a centralized juvenile justice system, the Southern Youth Reception Center was one of several examples of post-World War II institutional expansion of juvenile detention centers in the State and is not considered uniquely significant nor a successful undertaking in the State's history of rehabilitating juveniles. The property is, therefore, not eligible under NRHP Criterion A or CRHR Criterion 1.

The project site also lacks any association with individuals who have made significant historical contributions to the City, region, State or nation. Furthermore, no evidence suggests that the project site's use as the Southern Youth Reception Center was connected to a person significant to history to warrant eligibility under NRHP Criterion B or CRHR Criterion 2.

The project site includes 20 buildings/structures which are over 45 years of age. These buildings primarily exhibit a cohesive design that centers on low, modular brick buildings surrounding central outdoor recreational areas. Although the buildings feature aspects of Mid-Century Modern-style elements, the buildings on the campus are overall non-descriptive in their architecture and do not embody the distinct characteristics of a type, period, or method of construction. Additionally, although many of the original buildings were designed by master architectural firm Austin, Field & Fry, the Southern Youth Reception Center is not considered a notable or distinctive example of the firm's architectural style. As such, none of the buildings are eligible for listing in the NRHP under Criterion C or CRHR under Criterion 3.

Further, the project site is not likely to yield valuable information which would contribute to our understanding of human history because the property is not and never was the principal source of important information pertaining to significant events, people, architectural style, or mid-twentieth century youth correctional development. Therefore, this property is recommended not eligible for listing under NRHP Criterion D and CRHR Criterion 4.

Native American Consultation

SACRED LANDS FILES SEARCH

On March 3, 2021, Rincon contacted the Native American Heritage Commission (NAHC), requesting a review of the Sacred Lands Files (SLF) for any Native American cultural resources that might be impacted by the project. The NAHC responded on March 12, 2016, stating that the SLF search came back with negative results.

TRIBAL CONSULTATION

On July 11, 2022, the City sent notification letters to each of the NAHC individuals and tribal organizations to consult in accordance with California Government Code 65352 (Senate Bill 18 of 2004; SB 18) and Assembly Bill 52 of 2014 (AB 52). No responses from NAHC individuals or tribal organizations were received during the tribal consultation period.

5.3.2 REGULATORY SETTING

FEDERAL LEVEL

National Register of Historic Places

Properties which are listed in or have been formally determined eligible for listing in the NRHP are automatically listed in the CRHR. The NRHP was established by the National Historic Preservation Act of 1966 as “an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify cultural resources and indicate what properties should be considered for protection from destruction or impairment.” The NRHP recognizes properties that are significant at the national, State, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the NRHP if it meets one or more of the following criteria:

- *Criterion A (events)*: It is associated with events that have made a significant contribution to the broad patterns of our history; or
- *Criterion B (persons)*: It is associated with the lives of persons significant in our past; or
- *Criterion C (architecture)*: It embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- *Criterion D (information potential)*: It has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting at least one of the above designation criteria, resources must also retain integrity, or enough of their historic character or appearance to be “recognizable as historical resources and to convey the reasons for their significance.” The National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven qualities, defined in the following manner:

- *Location*: The place where the historic property was constructed or the place where the historic event occurred; or
- *Design*: The combination of elements that create the form, plan, space, structure, and style of a property; or
- *Setting*: The physical environment of a historic property; or

- Materials: The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property;
- Workmanship: They physical evidence of the crafts of a particular culture or people during any given period in history or prehistory; or
- Feeling: The property’s expression of the aesthetic or historic sense of a particular period of time; or
- Association: The direct link between an important historic event or person and a historic property.

STATE LEVEL

California Register of Historical Resources

The CRHR is an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change (Public Resources Code Section 5024.1[a]). The criteria for eligibility for the CRHR are consistent with the National Register criteria but have been modified for state use in order to include a range of historical resources that better reflect the history of California (Public Resources Code Section 5024.1[b]). Certain properties are determined by the statute to be automatically included in the CRHR by operation of law, including California properties formally determined eligible for, or listed in, the NRHP.

Properties are eligible for listing in the CRHR if they meet one or more of the criteria listed above (i.e., *Criterion A [events]* through *Criterion D [information potential]*).

In addition, if it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (Public Resources Code Section 21083.2[a] and [b]).

Public Resources Code Section 21083.2(g) defines a unique archaeological resource as an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Criterion 1: Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; or
- Criterion 2: Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
- Criterion 3: Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Senate Bill 18

Signed into law in 2004, SB 18 requires that cities and counties notify and consult with California Native American tribes about proposed local land use planning decisions for the purpose of protecting traditional tribal cultural sites. Cities and counties must provide general plan and specific plan amendment proposals to tribes that have been identified by the NAHC as having traditional lands located within the lead agency’s boundaries. If requested by the tribes, the lead agency must also conduct consultations with the tribes prior to adopting or amending their general and specific plans.

Assembly Bill 52

On September 25, 2014, Governor Brown signed AB 52. In recognition of California Native American tribal sovereignty and the unique relationship of California local governments and public agencies with California Native American tribal governments, and respecting the interests and roles of project proponents, it is the intent of AB 52 to accomplish all of the following:

1. Recognize that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities.
2. Establish a new category of resources in CEQA called “tribal cultural resources” that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation.
3. Establish examples of mitigation measures for tribal cultural resources that uphold the existing mitigation preference for historical and archaeological resources of preservation in place, if feasible.
4. Recognize that California Native American tribes may have expertise with regard to their tribal history and practices, which concern the tribal cultural resources with which they are traditionally and culturally affiliated. Because CEQA calls for a sufficient degree of analysis, tribal knowledge about the land and tribal cultural resources at issue should be included in environmental assessments for projects that may have a significant impact on those resources.
5. In recognition of their governmental status, establish a meaningful consultation process between California Native American tribal governments and lead agencies, respecting the interests and roles of all California Native American tribes and project proponents, and the level of required confidentiality concerning tribal cultural resources, at the earliest possible point in CEQA environmental review process, so that tribal cultural resources can be identified, and culturally appropriate mitigation and mitigation monitoring programs can be considered by the decision making body of the lead agency.
6. Recognize the unique history of California Native American tribes and uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, the environmental review process pursuant to CEQA.
7. Ensure that local and tribal governments, public agencies, and project proponents have information available, early in CEQA environmental review process, for purposes of identifying and addressing potential adverse impacts to tribal cultural resources, and to reduce the potential for delay and conflicts in the environmental review process.

8. Enable California Native American tribes to manage and accept conveyances of, and act as caretakers of, tribal cultural resources.
9. Establish that a substantial adverse change to a tribal cultural resource has a significant effect on the environment.

California Public Resources Code

Public Resources Code Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites; identify the powers and duties of the NAHC; require descendants to be notified when Native American human remains are discovered; and provide for treatment and disposition of human remains and associated grave goods.

California Health and Safety Code

The discovery of human remains is regulated in accordance with California Health and Safety Code Section 7050.5, which states:

In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation...until the coroner...has determined...that the remains are not subject to...provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible.... The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and...has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

LOCAL LEVEL

City of Norwalk General Plan

EDUCATIONAL AND CULTURAL RESOURCES ELEMENT

The City of Norwalk does not have a Historic Preservation Ordinance; however, the City's General Plan identifies the following objectives, policies, and goals for the maintenance and expansion of cultural resources:

OBJECTIVES

- To provide a broad range of educational and cultural opportunities for Norwalk residents; and
- To encourage cultural and social diversity and the preservation of the cultural heritage of the City of Norwalk.

POLICIES

- Develop and maintain the appropriate environment to preserve historically or culturally important buildings, structures, sites, or neighborhoods; and

- Foster public appreciation for the beauty and culture of the City and the accomplishments of its past reflected through its buildings, structures, sites, areas, neighborhoods and ethnic diversity.

GOALS

- To maintain and enhance quality education;
- To provide a comprehensive approach to historic preservation and adaptive reuse of buildings;
- To maintain and enhance cultural facilities, programs, and services; and
- To reveal the unique and dynamic cultural identities of Norwalk residents.

5.3.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

FEDERAL LEVEL

National Register of Historic Places

The purpose of this analysis is to identify any potential cultural or tribal cultural resources within or adjacent to the site, and to assist the City in determining whether such resources meet the official definitions of “historical resources,” as provided in the Public Resources Code, for the purpose of CEQA.

SIGNIFICANCE GUIDELINES

Historical Resources

Impacts to a significant cultural resource that affect characteristics that would qualify it for the NRHP or that adversely alter the significance of a resource listed in or eligible for listing in the CRHR are considered a significant effect on the environment. These impacts could result from “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired” (*CEQA Guidelines* Section 15064.5 [b][1], 2000). Material impairment is defined as demolition or alteration “in an adverse manner [of] those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources” (*CEQA Guidelines* Section 15064.5 [b][2][A]). CEQA states that when a project will cause damage to a historical resource, reasonable efforts must be made to preserve the resource in place or left in an undisturbed state. Mitigation measures are required to the extent that the resource could be damaged or destroyed by a project. Projects that follow the Secretary of the Interior’s *Standards for the Treatments of Historic Properties* are typically mitigated below the level of significance.

Archaeological Resources

A significant prehistoric archaeological impact would occur if grading and construction activities result in a substantial adverse change to archaeological resources determined to be “unique” or “historic.”

“Unique” resources are defined in Public Resources Code Section 21083.2; “historic” resources are defined in Public Resources Code Section 21084.1 and *CEQA Guidelines* Section 15126.4.

Public Resources Code Section 21083.2(g) states:

As used in this section, “unique archaeological resource” means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. *Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;*
2. *Has a special and particular quality, such as being the oldest of its type or the best available example of its type; or*
3. *Is directly associated with a scientifically recognized important prehistoric or historic event or person.*

CEQA states that when a project would cause damage to a unique archaeological resource, reasonable efforts must be made to preserve the resource in place or leave it in an undisturbed state. Mitigation measures are required to the extent that the resource could be damaged or destroyed by a project. Implementation of the following mitigation measures would mitigate to the greatest extent feasible the potential for future projects to impact archaeological resources.

Tribal Cultural Resources

AB 52 established a new category of resources in CEQA called tribal cultural resources (Public Resources Code Section 21074). “Tribal cultural resources” are either of the following:

- (1) *sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:*
 - (A) *Included or determined to be eligible for inclusion in the California Register of Historical Resources.*
 - (B) *Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.*
- (2) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.*

AB 52 also created a process for consultation with California Native American Tribes in the CEQA process. Tribal Governments can request consultation with a lead agency and give input into potential impacts to tribal cultural resources before the agency decides what kind of environmental assessment is appropriate for a proposed project. The Public Resources Code requires avoiding damage to tribal cultural resources, if feasible. If not, lead agencies must mitigate impacts to tribal cultural resources to the extent feasible.

CEQA SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in Appendix 11.1, *Notice of Preparation/Initial Study*, of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

Cultural Resources

- Cause a substantial adverse change in the significance of a historical resource pursuant to *CEQA Guidelines* Section 15064.5 (refer to Impact Statement CUL-1);
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to *CEQA Guidelines* Section 15064.5 (refer to Impact Statement CUL-2);
- Disturb any human remains, including those interred outside of dedicated cemeteries (refer to Impact Statement CUL-4).

Tribal Cultural Resources

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k) (refer to Impact Statement CUL-3); or
 - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe (refer to Impact Statement CUL-3).

Based on these standards/criteria, the effects of the project have been categorized as either a “less than significant impact” or “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.3.4 IMPACTS AND MITIGATION MEASURES

HISTORICAL RESOURCES

CUL-1 THE PROJECT COULD CAUSE A SIGNIFICANT IMPACT TO A HISTORICAL RESOURCE.

Impact Analysis: As stated above, three previously recorded historical resources are located within a 0.5-mile radius of the project site; however, none are located within the project site. Further, as noted above, the former CYA facility lacks the necessary significance to meet any of the listing criteria for the NRHP and CRHR and is not a unique archaeological resource under CEQA.

Thus, the project site is recommended ineligible for listing in the NRHP and CRHR. Given that the project site does not meet the requirements for listing in the NRHP or CRHR, the site is therefore not considered a historical resource for the purposes of CEQA pursuant to Public Resources Code Section 21084.1. Further, according to the General Plan, there are no buildings recognized by the City as historic located within the project site. As such, project development in accordance with the proposed Specific Plan would not adversely impact any historical resources pursuant to Public Resources Code Section 21084.1, including those at a Federal, State, or local level. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

ARCHAEOLOGICAL RESOURCES

CUL-2 THE PROJECT COULD CAUSE A SIGNIFICANT IMPACT TO AN ARCHAEOLOGICAL RESOURCE ON-SITE.

Impact Analysis: As discussed, results from the Cultural Assessment indicate that the project site does not contain known archaeological resources. However, the site could contain previously undiscovered archaeological resources. The proposed earthwork would involve approximately 35,252 cubic yards of cut and approximately 2,348 cubic yards of fill, necessitating approximately 60,510 cubic yards of soil to be imported. Given the developed nature of the site, artificial fill would be encountered at a maximum depth of five feet below existing ground surface. Quaternary young alluvial fan deposits extend from five feet to depths of up to 75 feet below the ground surface; refer to [Appendix 11.4, *Geotechnical Reports*](#). As mentioned above, the project proposes site grading/excavation activities that would exceed depths of fill materials (between approximately 5 to 15 feet bgs). As such, project excavation could encounter native soils (depths greater than five feet bgs), which have the potential to support unknown buried archaeological resources.

In the unlikely event that archaeological resources are encountered during project construction, Mitigation Measure CUL-1 would require all project construction efforts to halt until an archaeologist examines the site, identifies the archaeological significance of the find, and recommends a course of action. With implementation of Mitigation Measure CUL-1, the project would not cause a substantial adverse change in the significance of an archaeological resource or site pursuant to Section 15064.5 of the CEQA Guidelines, and impacts would be reduced to less than significant levels.

Mitigation Measures:

CUL-1 Unanticipated Discovery of Cultural Resources. If archaeological resources are encountered during ground-disturbing activities, work within 50-feet of the find should be halted and the project Applicant, or their designee, shall retain an archaeologist meeting the Secretary of the Interior’s Professional Qualification Standards for archaeology (National Park Service 1983) immediately to evaluate the find. If the resources are Native American in origin, the Native American Heritage Commission shall be contacted as mandated by law. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historical Resources eligibility. The treatment plan shall be reviewed and approved by the qualified archaeologist.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

TRIBAL CULTURAL RESOURCES

CUL-3 THE PROJECT COULD CAUSE A SIGNIFICANT IMPACT TO A TRIBAL CULTURAL RESOURCE.

Impact Analysis: As stated above, the City sent letters inviting tribes to consult on the project per AB 52 and SB 18 on July 11, 2022. However, no responses from NAHC individuals or tribal organizations were received.

Based on the records search, literature review, field survey results, highly disturbed nature of the project site, and tribal consultation results, the City has determined that there is low potential for unknown tribal cultural resources to be discovered on-site during site disturbance activities. As discussed above, the project proposes excavation activities for the purpose of site grading. As such, project excavation could encounter native soils which has the potential to support unknown tribal cultural resources. In the unlikely event that tribal cultural resources are encountered during project construction, Mitigation Measure CUL-1 would require all project construction efforts to halt until an archaeologist examines the site, identifies the archaeological significance of the find, and recommends a course of action. Implementation of Mitigation Measure CUL-1 would ensure that appropriate protocols are in place in the event unknown cultural resources, including archaeological and tribal cultural resources, are discovered during ground-disturbing activities. As such, impacts to tribal cultural resources would be reduced to less than significant levels.

Mitigation Measures: Refer to Mitigation Measure CUL-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

DISTURBANCE OF HUMAN REMAINS

CUL-4 THE PROJECT COULD CAUSE A SIGNIFICANT IMPACT REGARDING THE DISTURBANCE TO HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF DEDICATED CEMETERIES.

Impact Analysis: Due to the level of past disturbance within the project site, it is not anticipated that human remains, including those interred outside of formal cemeteries, would be encountered during earth removal or ground-disturbing activities. Nonetheless, if human remains are found, those remains

would require proper treatment, in accordance with applicable laws. State of California Public Resources Health and Safety Code Section 7050.5 through 7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally 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 NAHC, and consultation with the individual identified by the NAHC to be the most likely descendant. If human remains are found during excavation, excavation must stop near the find and any area that is reasonably suspected to overlay adjacent remains until the County Coroner has been called out, the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with the aforementioned regulations, impacts related to the disturbance of human remains are less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.3.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, “two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts.” As outlined in [Table 4-1, *Cumulative Projects List*](#), and illustrated on [Exhibit 4-1, *Cumulative Projects Map*](#), cumulative projects are situated in the site vicinity.

● **THE PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, COULD CAUSE CUMULATIVELY CONSIDERABLE IMPACTS TO HISTORICAL RESOURCES, ARCHAEOLOGICAL RESOURCES, OR TRIBAL CULTURAL RESOURCES.**

Impact Analysis: [Table 4-1](#) identifies the related projects and other possible development in the area determined as having the potential to interact with the project to the extent that a significant cumulative effect may occur. Project-related impacts to historical, archeological, and tribal cultural resources have been determined to be less than significant with implementation of Mitigation Measure CUL-1. Future cumulative projects would be evaluated on a project-by-project basis to determine the extent of potential impacts to site-specific historical, archaeological, and/or tribal cultural resources. Related projects would be required to adhere to State and Federal regulations, as well as project-specific mitigation measures.

As discussed under Impact Statements CUL-1 through CUL-4, implementation of Mitigation Measure CUL-1 would reduce potentially significant project impacts to historical, archaeological, and tribal cultural resources to less than significant levels. Thus, the project’s less than significant impacts would not be cumulatively considerable.

Mitigation Measures: Refer to Mitigation Measure CUL-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.3.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to tribal and cultural resources have been identified.

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5.4 GEOLOGY AND SOILS

This section describes the geologic and seismic conditions within the project area and evaluates the potential for geologic hazard impacts associated with implementation of the project. This section is primarily based upon the *Preliminary Geotechnical Investigation, Proposed Norwalk Transit Village* (Geotechnical Investigation), prepared by Leighton and Associates, Inc., dated June 17, 2021, provided as [Appendix 11.4](#) of this EIR.

5.4.1 EXISTING SETTING

GEOLOGIC SETTING

Regional Geology

The project site is located approximately 2.7 miles east of the San Gabriel River channel within the Coastal Plain of Los Angeles County, a part of the Peninsular Ranges geomorphic province of southern California. The Peninsular Ranges are characterized by elongated northwest trending ridges separated by alluvial filled valleys. The dominant geologic structures of the Peninsular Ranges geomorphic province are the west-northwest trending folds and fault zones, including the Whittier Fault and the Newport- Inglewood fault zone (NIFZ) located north and southwest of the project site, respectively.

SITE GEOLOGY

Previous geological mapping of the area indicates near-surface native soil deposits at the project site consisting of Holocene-age undissected alluvial deposits comprised of varying proportions of sand, gravel, silt, and clay deposited along the ancestral floodplains of the San Gabriel and Rio Hondo River systems. These deposits are anticipated to be several hundred feet thick and are subsequently underlain by several thousand feet of sedimentary rock formations.

ARTIFICIAL FILL

Based on field explorations, the project site is underlain by undocumented artificial fill at a maximum depth of approximately five feet below ground surface (bgs). The artificial fill generally consists of sand, silty sand, and sandy silt, ranging from light brown to orange brown and fine to medium grained.

HOLOCENE AGE ALLUVIAL DEPOSITS

Holocene age alluvial soil was encountered underlying the artificial fill. The alluvial soil generally consists of combinations of sand, silt, and clay that vary in both stiffness and moisture. The alluvial soil was discovered as interbedded layers, laid down along the ancestral course of the San Gabriel and Rio Hondo River systems. In general, the alluvial soil becomes oxidized with iron oxide and manganese with greater depth.

GROUNDWATER

According to the Geotechnical Investigation's review of the California Geological Survey (CGS) *Seismic Hazard Zone Report for the Whittier 7.5-Minute Quadrangle*, the historically highest groundwater level in the project area is approximately nine feet below bgs. Groundwater was not encountered in any

borings conducted for the project site and the groundwater table is expected to be greater than 85 feet bgs.

The State Water Resources Control Board GeoTracker Database contains groundwater data from sites within close proximity to the project site. The Exxon Mobil Gas Station is a Leaking Underground Storage Tank Cleanup Site located at the southeast corner of Imperial Highway and Bloomfield Avenue, and approximately 1,400 feet north of the project site. The depth to groundwater for seven wells at this site has been reported as 85 to 115 feet bgs, with the most recent measurement of approximately 116 bgs or deeper in August 2020. In addition, the California Department of Water Resources Water Data Library contains data for one well located on Shoemaker Avenue, east of Zimmerman Park, approximately 800 feet east of the project site. Groundwater in this well has been measured since 2011 at depths between approximately 90 to 131 feet.

SEISMIC HAZARDS

Potential seismic hazards involve primary hazards such as surface fault rupture and seismicity/ground shaking, and secondary hazards such as liquefaction, seismically induced settlement, lateral spreading, seismically induced landslides, seismically induced flooding, seiches, and tsunamis. The primary and secondary seismic hazards associated with the project site are discussed below.

Faulting and Seismicity

SEISMIC GROUND SHAKING

Earthquake events from one of the regional active or potentially active faults near the project area could result in strong ground shaking. The level of ground shaking at a given location depends on many factors, including the size and type of earthquake, distance from the earthquake, and subsurface geologic conditions. The type of construction also affects how particular structures and improvements perform during ground shaking.

Secondary Seismic Hazards

LIQUEFACTION

Liquefaction is the phenomenon in which loosely deposited granular soils located below the water table undergo rapid loss of shear strength due to excess pore pressure generation when subjected to strong earthquake-induced ground shaking. Ground shaking of sufficient duration results in the loss of grain-to-grain contact due to rapid rise in pore water pressure causing the soil to behave as a fluid for a short period of time. Factors known to influence liquefaction potential include composition and thickness of soil layers, grain size, relative density, groundwater level, degree of saturation, and both intensity and duration of ground shaking. According to the Geotechnical Investigation, the project site is located in an area designated as having a liquefaction potential. However, groundwater was not encountered in any of the exploratory borings to a maximum depth of 51.5 feet bgs. Based on well data, current groundwater is estimated to be deeper than 100 feet bgs and available data near the site with readings since 1959 indicated that groundwater has been deeper than 71 feet. Therefore, the on-site soils are not anticipated to currently be susceptible to liquefaction due to the absence of groundwater.

SOIL EROSION

Erosion is a process by which soil or earth material is loosened or dissolved and removed from its original location. Erosion can occur by varying processes and may occur at the project site where bare soil is exposed to wind or moving water (both rainfall and surface runoff). The processes of erosion are generally a function of material type, terrain steepness, rainfall or irrigation levels, surface drainage conditions, and general land uses. Key factors to erosion, runoff, and sedimentation practices include the type of climate, topography, soil, and vegetation of the area. The project site could be subject to erosion, runoff, and sedimentation due to the granular nature of the project site soil.

SUBSIDENCE

Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content.

The project site is located within the vicinity of the Los Angeles/Santa Ana Basin, which is an area of known subsidence due to groundwater pumping.¹ However, according to the U.S. Geological Survey (USGS)'s *Areas of Land Subsidence in California Mapper*, the project site is not located within an area of known ground subsidence. Accordingly, the potential for subsidence in the project area is considered relatively low.

COMPRESSIBLE/COLLAPSIBLE SOILS

Compressible soils are generally comprised of soils that undergo consolidation when exposed to new loading, such as fill or foundation loads. Soil collapse is a phenomenon where the soils undergo a significant decrease in volume upon increase in moisture content, with or without an increase in external loads. Soil collapse is generally associated with recently deposited, Holocene-age soils that have accumulated in an arid or semi-arid environment. Wind-deposited sands and silts, and alluvial fan and debris flow sediments deposited during flash floods represent soils that may be susceptible to collapse. Buildings, structures, and other improvements may be subject to excessive settlement-related distress when compressible soils or collapsible soils are present.

The soils at the project site are generally considered moderately compressible at shallow depths and decrease to low compressibility with further depth. The soils at the project site generally possess low potential to collapse.

EXPANSIVE SOILS

Expansive soils include clay minerals that are characterized by their ability to undergo significant volume change (shrink or swell) due to variations in moisture content. Sandy soils are generally not expansive. Changes in soil moisture content can result from rainfall, irrigation, pipeline leakage, surface drainage, perched groundwater, drought, or other factors. Volumetric change of expansive soil may cause excessive cracking and heaving of structures with shallow foundations, concrete slabs-on-grade,

¹ United States Geological Survey, *Areas of Land Subsidence in California*, https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html, accessed November 18, 2022.

or pavements supported on these materials. According to the Geotechnical Investigation, test results for the soil types show that on-site near-surface soils have a very low expansion potential.

PALEONTOLOGICAL RESOURCES

A paleontological resource is a natural resource characterized as faunal or floral fossilized remains but may also include specimens of non-fossil material dating to any period preceding human occupation. These resources are valued for the information they yield about the history of the earth and its past ecological settings. The resources are found in geologic strata conducive to their preservation, typically sedimentary formations. Often, they appear as simply small outcroppings visible on the surface; other times they are below the ground surface and may be encountered during grading.

A multilevel ranking system was developed by professional resource managers within the Bureau of Land Management as a practical tool to assess the sensitivity of sediments for fossils. The Potential Fossil Yield Classification (PFYC) system has a multi-level scale based on demonstrated yield of fossils. The PFYC system provides additional guidance regarding assessment and management for different fossil yield rankings. The probability for finding significant fossils in a project area can be broadly predicted from previous records of fossils recovered from the geologic units present in and/or adjacent to the project site. The geological setting and the number of known fossil localities help determine the paleontological sensitivity according to PFYC criteria. Using the PFYC system, geologic units are classified according to the relative abundance of vertebrate fossils or scientifically significant invertebrate or plant fossils and their sensitivity to adverse impacts within the known extent of the geological unit. Although significant localities may occasionally occur in a geologic unit, a few widely scattered important fossils or localities do not necessarily indicate a higher PFYC value; instead, the relative abundance of localities is intended to be the major determinant for the value assignment.

The project site contains Holocene age undissected alluvial deposits comprised of varying proportions of sand, gravel, silt, and clay. Sediments with a Holocene component at the surface, such as the sediments found within the project site, have produced fossils starting at 24 feet deep.² As such, the project site sediments less than 20 feet below the modern surface are assigned a low potential for fossils (PFYC 2). Sediments more than 20 feet below the modern surface are assigned a moderate potential for fossils (PFYC 3) due to similar deposits producing fossils at that depth near to the project site. Therefore, the potential for significant fossil discoveries in shallow soils at the project site is anticipated to be low; however, deposits greater than 20 feet below the modern surface would have a moderate potential for fossils.

5.4.2 REGULATORY SETTING

FEDERAL LEVEL

Federal Clean Water Act

The primary goals of the Federal Clean Water Act (CWA) are to restore and maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and

² City of Norwalk, *Environmental Impact Report for the Norwalk Entertainment District-Civic Center Specific Plan Project* (State Clearinghouse No. 2022020128), July 2022.

swimmable. The CWA forms the basic national framework for water quality management and control of pollution discharges; it provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, anti-degradation policy, nonpoint-source discharge programs, and wetlands protection. The U.S. Environmental Protection Agency (EPA) has delegated the administrative responsibility for portions of the CWA to State and regional agencies. Under the NPDES permit program, the EPA establishes regulations for discharging stormwater by municipal and industrial facilities and construction activities. CWA Section 402 prohibits discharge of pollutants to “Waters of the United States” from any point source unless the discharge complies with an NPDES Permit.

In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The City of Norwalk is within jurisdiction of the Los Angeles RWQCB.

Soil and Water Resources Conservation Act

The purpose of the Soil and Water Resources Conservation Act of 1977 is to protect or restore soil functions on a permanent sustainable basis. Protection and restoration activities include prevention of harmful soil changes, rehabilitation of the soil of contaminated sites and of water contaminated by such sites, and precautions against negative soil impacts. If the soil is impacted, disruptions of its natural functions and of its function as an archive of natural and cultural history should be avoided, as far as practicable. In addition, CWA requirements provide guidance for protection of geologic and soil resources through the NPDES permit.

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act of 1977 (Public Law 95-124) established the National Earthquake Hazards Reduction Program which is coordinated through FEMA, USGS, the National Science Foundation, and the National Institute of Standards and Technology. The purpose of the program is to establish measures for earthquake hazards reduction and promote the adoption of earthquake hazards reduction measures by Federal, State, and local governments; national standards and model code organizations; architects and engineers; building owners; and others with a role in planning and constructing buildings, structures, and lifelines. This is achieved through the following:

- (1) Grants, contracts, cooperative agreements, and technical assistance;
- (2) Development of standards, guidelines, and voluntary consensus codes for earthquake hazards reduction for buildings, structures, and lifelines; and
- (3) Development and maintenance of a repository of information, including technical data, on seismic risk and hazards reduction.

The program is intended to improve the understanding of earthquakes and their effects on communities, buildings, structures, and lifelines through interdisciplinary research that involves engineering, natural sciences, and social, economic, and decisions sciences.

Uniform Building Code

The Uniform Building Code (UBC) is published by the International Conference of Building Officials and forms the basis for California’s Building Code (CBC), as well as approximately half of the State building codes in the United States. It has been adopted by the California Legislature to address the specific building conditions and structural requirements for California, as well as provide guidance on foundation design and structural engineering for different soil types. The UBC defines and ranks the regions of the United States according to their seismic hazard potential. There are four types of regions defined by Seismic Zones 1 through 4, with Zone 1 having the least seismic potential and Zone 4 having the highest.

Occupational Safety and Health Administration Regulations

The Occupational Safety and Health Administration (OSHA) Excavation and Trenching Standard covers requirements for excavation and trenching operations. OSHA requires that all excavations in which employees could potentially be exposed to cave-ins be protected by sloping or benching the sides of the excavation, supporting the sides of the excavation, or placing a shield between the side of the excavation and the work area.

Paleontological Resources Preservation Act

The Paleontological Resources Preservation Act of 2002 was enacted to codify the generally accepted practice of limiting the collection of vertebrate fossils and other rare and scientifically significant fossils to qualified researchers. These researchers must obtain a permit from the appropriate State or Federal agency and agree to donate any materials recovered to recognized public institutions, where they will remain accessible to the public and to other researchers.

STATE LEVEL

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (Act) (Public Resources Code 2621-2624, Division 2 Chapter 7.5) was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act’s main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. The Act requires the State Geologist to establish regulatory zones, known as “Earthquake Fault Zones,” around the surface traces of active faults and to issue appropriate maps. Local agencies must regulate most development projects within these zones. Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault, at a typical requirement of 50-foot setbacks.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 directs the CGS to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. The purpose of the

Seismic Hazards Mapping Act is to minimize loss of life and property through the identification, evaluation, and mitigation of seismic hazards. Staff geologists in the Seismic Hazard Zonation Program gather existing geological, geophysical, and geotechnical data from numerous sources to produce the Seismic Hazard Zone Maps. They integrate and interpret these data regionally to evaluate the severity of the seismic hazards and designate as Zones of Required Investigation (ZORI) those areas prone to liquefaction and earthquake-induced landslides. Cities and counties are then required to use the Seismic Hazard Zone Maps in their land use planning and building permit processes.

The Seismic Hazards Mapping Act requires that site-specific geotechnical investigations be conducted within the ZORI to identify and evaluate seismic hazards such as liquefaction and earthquake induced landslides, and to formulate mitigation measures prior to permitting most developments designed for human occupancy.

2022 California Building Standards Code

California building standards are published in the California Code of Regulations, Title 24, also known as the California Building Standards Code (CBSC). The CBSC, which applies to all applications for building permits, consists of 11 parts that contain administrative regulations for the California Building Standards Commission and for all State agencies that implement or enforce building standards. Local agencies must ensure development complies with the CBSC guidelines. Cities and counties can adopt additional building standards beyond the CBSC. CBSC Part 2, named the CBC, is based upon the International Building Code.

Natural Hazards Disclosure Act

The Natural Hazards Disclosure Act requires sellers of real property and their agents provide prospective buyers with a “Natural Hazard Disclosure Statement” when the property being sold lies within one or more State-mapped hazard areas, including a Seismic Hazard Zone. State law also requires when houses built before 1960 are sold, the seller must give the buyer a completed earthquake hazards disclosure report and a booklet titled “The Homeowners Guide to Earthquake Safety.” This publication was written and adopted by the California Seismic Safety Commission.

Soils Investigation Requirements

California Health and Safety Code Sections 17953–17955 and in Section 1802 of the CBC identify requirements for soils investigations for subdivisions requiring tentative and final maps, and for other specified types of structures. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness.

California Public Resources Code

Paleontological resources are protected under a wide variety of Public Resources Code policies and regulations. In addition, paleontological resources are recognized as nonrenewable resources and receive protection under the Public Resources Code and CEQA. Public Resources Code Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244 states:

No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

This statute prohibits the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the State or any city, county, district, authority, or public corporation, or any agency thereof. As a result, local agencies are required to comply with Public Resources Code Section 5097.5 for their own activities, including construction and maintenance, as well as for permit actions, such as encroachment permits, undertaken by others. Public Resources Code Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (State, county, city, and district) lands.

REGIONAL LEVEL

Los Angeles County All-Hazard Mitigation Plan

The Disaster Mitigation Act of 2000, Public Law 106-390 (Section 322(a–d)) requires that local governments, as a condition of receiving federal disaster mitigation funds, adopt a mitigation plan that describes the process for identifying hazards, vulnerabilities, and risks; identifies and prioritizes mitigation actions; encourages the development of local mitigation; and provides technical support for those efforts. In response to this and the requirements of the California Office of Emergency Services, the County prepared the Los Angeles County All-Hazard Mitigation Plan to reduce and/or eliminate the effects of hazards through well-organized public education and awareness efforts, preparedness, and mitigation.

Municipal Separate Storm Sewer Systems Permit

The project site is located within jurisdiction of the Los Angeles RWQCB. The Los Angeles RWQCB regulates discharges from medium and large municipal separate storm sewer systems (MS4s) through the Los Angeles County, Long Beach, and Ventura County MS4 Permits. Specifically, for Los Angeles County, the Los Angeles RWQCB adopted Order No. R4-2012-0175, *Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County, Except those Discharges Originating from the City of Long Beach MS4* (hereinafter LA County MS4 Permit).³ The first county-wide MS4 permit for the County of Los Angeles and the incorporated areas therein was Order No. 90-079, adopted by the Los Angeles RWQCB on June 18, 1990. The LA County MS4 Permit set forth waste discharge requirements from the discharge points for the municipal discharges of storm water and non-storm water by the Los Angeles County Flood Control District, the County of Los Angeles, and 84 incorporated cities within the coastal watersheds of Los Angeles County with

³ California Regional Water Quality Control Board, California Regional Water Quality Control Board Los Angeles Region, Order No. R4-2012-0175 as amended by State Water Board Order WQ 2015-0075 and Los Angeles Water Board Order R4-2012-0175-A01 NPDES Permit No. CAS004001, Waste Discharge Requirements For Municipal Separate Storm Sewer System (MS4) Discharges Within The Coastal Watersheds Of Los Angeles County, Except Those Discharges Originating From The City Of Long Beach MS4, adopted September 8, 2016.

the exception of the City of Long Beach (hereinafter referred to separately as Permittees and jointly as the Dischargers). Each Permittee must establish and maintain adequate legal authority, within its respective jurisdiction, to control pollutant discharges into and from its MS4 through ordinance, statute, permit, contract or similar means.

This LA County MS4 Permit implements the Federal Phase I NPDES Storm Water Program requirements. These requirements include three fundamental elements: (i) a requirement to effectively prohibit non-storm water discharges through the MS4, (ii) requirements to implement controls to reduce the discharge of pollutants to the maximum extent practicable, and (iii) other provisions the Regional Water Board has determined appropriate for the control of such pollutants. Pursuant to California Water Code section 13263(a), the requirements of this LA County MS4 Permit implement the Basin Plan.

The City is a co-permittee under the LA County MS4 Permit as well as waste discharge requirements under California law (the municipal NPDES permit). In accordance with the requirements of the City and consistency with Part VI.D.7.b of LA County MS4 Permit, planning priority projects (certain new development and redevelopment projects) would be required to prepare and submit a project-specific standard urban stormwater mitigation plan (SUSMP), which should include the applicable LID requirements as an element of the SUSMP. LID requirements may include those BMPs necessary to control stormwater pollution from construction activities and facility operations. Structural or treatment control BMPs (including, as applicable, post-construction treatment control BMPs) set forth in project plans would be required to meet the design standards set forth in the SUSMP and the current municipal NPDES permit (i.e., the LA County MS4 Permit).

Planning priority projects would include development and redevelopment projects, which are subject to City conditioning and approval for the design and implementation of post-construction controls to mitigate stormwater pollution prior to completion of the projects. Planning priority projects include all new development projects with disturbed area equal to one acre or greater that adds more than 10,000 square feet of impervious surface area. Planning priority projects also include redevelopment projects with land disturbing activity that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site on planning priority project categories. Further, pursuant to Municipal Code Section 18.04.105(C)(2), where redevelopment results in an alteration to more than 50 percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction stormwater quality control requirements, the entire project must be mitigated; where redevelopment results in an alteration of less than 50 percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction stormwater quality control requirements, only the alteration must be mitigated, and not the entire development.

LOCAL LEVEL

City of Norwalk General Plan

SAFETY ELEMENT

The purpose of the Safety Element is to analyze existing geologic hazards and planning, as well as to address other natural and urban safety within the City. The goals of the Safety Element are to reduce loss to life and injury for residents, implement an effective emergency preparedness plan, and to ensure

availability of emergency services. Geologic and seismic-related goals and policies relevant to the project include the following:

- Objective: To avoid unnecessary exposure to hazards and continue operation of critical facilities after an emergency.
- Policies: Adopt and maintain high standards for seismic performance of buildings through prompt adoption and careful enforcement of appropriate building codes for seismic design.
- Consider seismic requirements when determining the location and design of critical, sensitive and high-occupancy facilities.
- New development and other land use entitlements should be reviewed by emergency response agencies to ensure that public safety can be adequately provided.

City of Norwalk Municipal Code

CHAPTER 15.04, BUILDING CODE

This chapter of the *City of Norwalk Municipal Code* (Municipal Code) adopts by reference the 2022 CBC, based on the International Building Code as published by the International Code Council. The provisions of the CBC constitute the building code regulations within the City of Norwalk, including the erection, construction, enlargement, alteration, repair, moving, removal, demolition, conversion, occupancy, equipment, use, height, area, and maintenance of all buildings and/or structures in the City.

5.4.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in [Appendix 11.1](#), of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

- a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42 (refer to [Section 8.0, *Effects Found Not To Be Significant*](#));
 - ii. Strong seismic ground shaking (refer to Impact Statement GEO-1);
 - iii. Seismic-related ground failure, including liquefaction (refer to Impact Statement GEO-2);
 - iv. Landslides (refer to [Section 8.0, *Effects Found Not To Be Significant*](#));

- b) Result in substantial soil erosion or the loss of topsoil (refer to Impact Statement GEO-3);
- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse (refer to Impact Statements GEO-2 and GEO-4);
- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property (refer to Impact Statement GEO-4);
- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater (refer to Section 8.0, *Effects Found Not To Be Significant*); and
- f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (refer to Impact Statement GEO-5).

Based on these standards/criteria, the effects of the project have been categorized as either a “less than significant impact” or “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.4.4 IMPACTS AND MITIGATION MEASURES

STRONG SEISMIC GROUND SHAKING

GEO-1 PROJECT IMPLEMENTATION COULD EXPOSE PEOPLE AND STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING STRONG SEISMIC GROUND SHAKING.

Impact Analysis: Southern California is known to be earthquake prone, and the project would likely be subjected to some degree of seismic ground shaking. The project would result in the development of up to 770 residential units, a new neighborhood commercial center encompassing 3.06 acres, and 3.62 acres of open space with common and private areas. A moderate to large magnitude earthquake on a regional fault could cause moderate to severe seismic shaking in the City, thus exposing people or structures on the project site to potential substantial adverse effects, including the risk of loss, injury, or death.

The Geotechnical Investigation concluded that nearby active and potentially active fault systems could produce significant ground shaking at the project site. Nearby fault systems include the Puente Hills fault (Santa Fe Springs) located 0.5 miles from the project site, the Whittier fault located 5.4 miles from the project site, the Elysian Park fault located 10.9 miles from the project site, and the Newport-Inglewood fault zone located 9.8 miles from the project site. The intensity of ground shaking at the project site would depend primarily upon the earthquake magnitude, the distance from the source, and the site response characteristics.

Project impacts concerning strong seismic ground shaking would be addressed through compliance with State and local seismic and geologic safety laws, standards, and guidelines, including the Seismic Hazard Mapping Act and the 2022 CBC. In general, the City and its Building & Safety Division regulate development (and reduces potential seismic and geologic impacts) through compliance with the 2022 CBC as adopted by the City pursuant to Municipal Code Chapter 15.04, *Building Code*, and project-specific design and construction recommendations. The CBC includes earthquake safety standards based on a variety of factors, including occupancy type, types of soils and rocks on-site, and strength of probable ground motion at the project site.

In compliance with the CBC, a project-specific Geotechnical Investigation has been prepared and provides preliminary geotechnical recommendations for design and construction. The Geotechnical Investigation includes recommended construction and design specifications that would reduce potential adverse effects from strong seismic shaking. Specifically, Section 4, *Conclusions and Recommendations*, of the Geotechnical Investigation (Appendix 11.4) presents the project's seismic design parameters, which are intended to mitigate the effects of ground shaking produced by regional seismic events. As such, pursuant to Municipal Code Chapter 15.04, the project would be required to demonstrate that the seismic design parameters provided in Section 4, *Conclusions and Recommendations*, are incorporated into the project design and construction activities. In addition, the Geotechnical Investigation requires that all excavations during construction would be performed in accordance with project plans and specifications, as well as all OSHA requirements to verify conditions are safe for workers.

Compliance with the recommendations in the Geotechnical Investigation pursuant to Municipal Code Chapter 15.04, would ensure that the project would not expose people or structures to potential substantial adverse effects involving strong seismic ground shaking. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LIQUEFACTION

GEO-2 PROJECT IMPLEMENTATION COULD EXPOSE PEOPLE AND STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING LIQUEFACTION.

Impact Analysis:

The liquefaction analysis conducted as part of the Geotechnical Investigation was performed by utilizing an estimated historic high groundwater level deeper than 50 feet based on available well data. This analysis shows the on-site soils are not susceptible to liquefaction due to the absence of groundwater. The liquefaction potential was also analyzed utilizing a high groundwater level of 9 feet, which resulted soil layers susceptible to liquefaction at depths as shallow as 10 feet. However, as recent measurements of groundwater in the project area show levels of approximately 85 to 116 bgs or deeper, liquefaction is not likely to be an issue for the project site.

Nonetheless, as recommended by the Geotechnical Investigation to reduce any impacts from liquefaction, the project would incorporate several construction measures, including remedial site grading, over-excavation of soils, and shoring if necessary. Remedial grading during project site development would remove settlement-prone soils and replace them with properly compacted engineered fill. Once the project site is graded, the potential for seismically induced settlement and liquefaction is considered low. Alternatively, the project would incorporate foundation improvement methods such as deep soil mixing, short cement columns, and geogrid reinforcement. In addition, as discussed above, the project would be required to demonstrate that the Geotechnical Investigation's recommendations for design and construction are incorporated into the project design and construction plans pursuant to Municipal Code Chapter 15.04.

Overall, compliance with applicable laws, standards, and guidelines, including the CBC, as adopted by reference in Municipal Code Chapter 15.04, would ensure that project implementation would not expose people or structures to potentially significant impacts involving liquefaction. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

SOIL EROSION

GEO-3 PROJECT IMPLEMENTATION COULD RESULT IN SUBSTANTIAL SOIL EROSION OR LOSS OF TOPSOIL.

Impact Analysis: According to the Geotechnical Investigation, the project site is underlain by artificial fill to a maximum depth of five feet bgs, which generally consists of sand, silty sand, and sandy silt, ranging from light brown to orange brown and fine to medium grained. In addition, Holocene age alluvial stream deposits were encountered beneath the artificial fill. Sandy soils typically have low cohesion and have a relatively higher potential for erosion from surface runoff when exposed in cut slopes or utilized near the face of fill embankments. Surface soils with higher amounts of clay tend to be less erodible as the clay acts as a binder to hold the soil particles together.

Construction activities associated with future development would include demolition, clearing, grading, and paving, which would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. Short-term erosion impacts associated with the construction of the development would be minimized through required grading permits. In compliance with the NPDES program, individual projects involving one or more acres of site disturbance, including the proposed project, would be required to prepare and implement a SWPPP and associated BMPs in compliance with the Construction General Permit during grading and construction. Typical BMPs include erosion prevention mats or geofabrics, silt fencing, sandbags, plastic sheeting, temporary drainage devices, and positive surface drainage to allow surface runoff to flow away from site improvements or areas susceptible to erosion. Proper surface drainage design and project site maintenance practices would reduce potential soil erosion following site development. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. In addition, the project would also be required to comply with South Coast Air Quality Management District (SCAQMD) Rule 403, which would reduce the potential for soil erosion caused by wind by requiring implementation of dust control measures during construction activities. Upon

the implementation of drainage improvements, as well as compliance with the NPDES program requirements and SCAQMD Rule 403, the project would result in less than significant impacts involving soil erosion and loss of topsoil.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

UNSTABLE SOILS

GEO-4 THE PROJECT COULD BE LOCATED ON SOILS THAT ARE UNSTABLE, OR EXPANSIVE, AS A RESULT OF THE PROJECT, AND POTENTIALLY RESULT IN GEOLOGIC HAZARDS.

Impact Analysis: The project site could be located on unstable or expansive soils that could result in lateral spreading, subsidence, liquefaction, or collapse. Refer to Impact Statement GEO-2 for a discussion concerning the project's potential impacts in regard to liquefaction.

LATERAL SPREADING

As discussed in Impact Statement GEO-3, as recent measurements of groundwater in the project area show levels of approximately 85 to 116 bgs or deeper, unstable soils as a result of a high groundwater table are not likely to be an issue for the project site. Nonetheless, groundwater has had a historical depth of approximately 10 feet bgs. As such, the project would incorporate several construction measures, including remedial site grading, over-excavation of soils, and shoring if necessary (pursuant to Municipal Code Chapter 15.04). Remedial grading during project site development would remove these settlement-prone soils and replace them with properly compacted engineered fill. Once the project site is graded, the potential for seismically induced settlement/lateral spreading is considered low. Thus, with compliance with Municipal Code Chapter 15.04, impacts regarding lateral spreading would be less than significant.

COMPRESSIBLE/COLLAPSIBLE SOILS

The soils at the project site are generally considered moderately compressible at shallow depths and decrease to low compressibility at further depth. The soils at the project site generally possess low potential to collapse. Nonetheless, the Geotechnical Investigation recommends proper surface drainage design, excavation, and soil preparation to reduce any potential impacts associated with collapsible soils. Thus, with implementation of project design recommendations required pursuant to Municipal Code Chapter 15.04, impacts would be less than significant in this regard.

EXPANSIVE SOILS

Test results for the soil types at the project site indicate that on-site near-surface soils have a very low expansion potential. However, a variance in expansion potential of near-surface soil is anticipated. Therefore, the Geotechnical Investigation recommends standard construction practices, such as proper foundation design and soil preparation to reduce any potential impacts associated with expansive soils. With implementation of project design recommendations required pursuant to Municipal Code Chapter 15.04, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

PALEONTOLOGICAL RESOURCES

GEO-5 PROJECT IMPLEMENTATION COULD DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE.

Impact Analysis:

The project site contains Holocene age undissected alluvial deposits comprised of varying proportions of sand, gravel, silt, and clay. As discussed, the project site sediments less than 20 feet below the modern surface are assigned PFYC 2, and sediments more than 20 feet below the modern surface are assigned PFYC 3. Therefore, the potential for significant fossil discoveries in shallow soils at the project site is anticipated to be low; however, deposits greater than 20 feet below the modern surface would have a moderate potential for fossils.

The project site has been previously disturbed and is developed with institutional uses. Based on the Geotechnical Investigation, artificial fill material is present on-site to a depth of approximately five feet bgs. The project is anticipated to disturb soils as deep as 15 feet bgs. The field borings that revealed Holocene-age alluvial soil reached a maximum depth of 51.5 feet bgs. Sediments with Holocene components, such as those found at the project site, are known to produce fossils starting at approximately 24 feet bgs. Therefore, it is unlikely that ground disturbing activities resulting from the proposed project would destroy unique paleontological resources. However, in the event of discovery of paleontological resources, impacts may be potentially significant.

Mitigation Measures GEO-1 and GEO-2 would be required should potential paleontological resources be encountered during grading activities. Work within 50 feet of a potential find would be required to halt and a paleontological monitor would be required to evaluate the find to determine the potential significance of such a discovery. Mitigation Measure GEO-3 would require the discovery, if determined significant, to be offered to the Natural History Museum of Los Angeles County with a corresponding Paleontological Monitoring Report which describes the project's paleontological mitigation monitoring efforts. This action would ensure the project would adequately evaluate and mitigate for potential paleontological resources on-site. Compliance with Mitigation Measures GEO-1 through GEO-3 would reduce potential paleontological resource impacts associated with the project to less than significant levels.

Mitigation Measures:

GEO-1 If unanticipated fossil discoveries are made, all work must halt within 50 feet until a qualified paleontologist can evaluate the find. Work may resume immediately outside of the 50-foot radius.

GEO-2 If the discoveries are determined to be significant, full-time paleontological monitoring shall be recommended for the remainder of ground disturbance for the project. Paleontological monitoring shall entail the visual inspection of excavated or graded areas and trench sidewalls. In the event a paleontological resource is discovered, the monitor shall have the authority to temporarily divert the construction equipment around the find

until it is assessed for scientific significance and collected, if warranted. Monitoring efforts may be reduced or eliminated at the discretion of the project paleontologist.

GEO-3 Upon completion of fieldwork, all significant fossils collected shall be prepared in a properly equipped paleontology laboratory to a point ready for curation. Following laboratory work, all fossil specimens shall be identified to the most specific taxonomic level possible, cataloged, analyzed, and offered to the Natural History Museum of Los Angeles County for permanent curation and storage. At the conclusion of laboratory work and museum curation, a final Paleontological Monitoring Report shall be prepared describing the results of the paleontological mitigation monitoring efforts associated with the project. The report shall include a summary of the field and laboratory methods, an overview of the project area geology and paleontology, a list of taxa recovered, an analysis of fossils recovered and their scientific significance, and recommendations. A copy of the report shall also be submitted to the Natural History Museum of Los Angeles County.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.4.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, “two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts.” As outlined in Table 4-1, *Cumulative Projects List*, within Section 4.0, *Basis of Cumulative Analysis*, cumulative projects are situated in the project vicinity.

● **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, COULD EXPOSE PEOPLE AND STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS INVOLVING GEOLOGY AND SOILS AND COULD IMPACT UNKNOWN PALEONTOLOGICAL RESOURCES.**

Impact Analysis: Cumulative projects identified in Table 4-1, *Cumulative Projects List*, would be located within proximity to similar fault zones as the project. However, the intensity of the seismic ground shaking would vary by site based on earthquake magnitude, distance to epicenter, and geology of the area between the epicenter and the cumulative site. Additionally, potential paleontological resource impacts associated with the development of each cumulative project would be specific to each site. Cumulative projects would be required to comply with existing Federal, State, and local regulations (including the CBC and Municipal Code Chapter 15.04) and project-specific mitigation measures related to geologic hazards and paleontological resources impacts on a project-by-project basis.

As concluded above, geologic and seismic hazards associated with the project would be reduced to less than significant levels following conformance with established regulatory requirements, including the CBC, Municipal Code, NPDES requirements, and SCAQMD Rule 403. Additionally, compliance with Municipal Code Chapter 15.04 would ensure project design and construction plans incorporate recommended design features in the project’s Geotechnical Investigation, and Mitigation Measures GEO-2, GEO-3, and GEO-4 would ensure that potential impacts to unknown paleontological resources on-site, if encountered, are reduced to less than significant levels. As such, with compliance with the recommended mitigations, the project would not result in cumulatively considerable impacts in this regard.

Mitigation Measures: Refer to Mitigation Measures GEO-1 through GEO-3.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.4.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to geology and soils would result upon compliance with existing laws and regulations and implementation of recommended mitigation measures.

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5.5 HYDROLOGY AND WATER QUALITY

This section analyzes potential project impacts related to water quality, drainage patterns and flood control facilities, and groundwater supplies and recharge. Potential impacts associated with flooding are also analyzed.

5.5.1 EXISTING SETTING

REGIONAL HYDROLOGY AND DRAINAGE

The project site is located within the Lower San Gabriel River Watershed, which covers approximately 78.5 square miles of Los Angeles County and has approximately 150 stream miles. Approximately 107 catchments are located within this watershed.¹ Specifically, the project site is within the Coyote Creek-San Gabriel River subwatershed (HUC² 180701060606).

The San Gabriel River receives drainage from 689 square miles of eastern Los Angeles County; its headwaters originate in the San Gabriel Mountains. The watershed consists of extensive areas of undisturbed riparian and woodland habitats in its upper reaches. Much of the watershed of the West Fork and East Fork of the river is set aside as a wilderness area; other areas in the upper watershed are subject to heavy recreational use. The upper watershed also contains a series of flood control dams. Further downstream, towards the middle of the watershed, are large spreading grounds utilized for groundwater recharge. The watershed is hydraulically connected to the Los Angeles River through the Whittier Narrows Reservoir (normally only during high storm flows). The lower part of the river flows through a concrete-lined channel in a heavily urbanized portion of the Los Angeles County before becoming a soft bottom channel once again near the ocean in the City of Long Beach. Large electrical power poles line the river along the channelized portion; nurseries, small stable areas, and storage facilities are located in these areas.

The Lower San Gabriel River Watershed is located within the San Gabriel River Watershed Management Area (WMA) as designated in the Los Angeles Municipal Separate Storm Sewer (MS4) Permit. The water bodies located within the Lower San Gabriel River Watershed (Coyote Creek, Reaches 1, 2 and 3 of the San Gabriel River and San Jose Creek) are defined by the Los Angeles Regional Water Quality Control Board (RWQCB) as inland Surface Waters of the State. As part of the main stem of the San Gabriel River, Reaches 1, 2 and 3 are considered Waters of the United States. By definition its tributaries are also Waters of the United States, which includes Coyote Creek and San Jose Creek. The drainage areas of these five water bodies in turn define five subwatersheds. The main

¹ Lower San Gabriel River Watershed Group, *Lower San Gabriel River Watershed Management Program*, June 12, 2015.

² The United States Geological Survey's (USGS) Hydrologic Unit Code (HUC) system divides the United States into a hierarchical classification of defined, hydrologically based watersheds. The LACFCD found that some of the HUC boundaries within the Los Angeles Basin were incorrect and have since developed more accurate "HUC equivalents". Following the HUC Equivalent system, San Gabriel River Reach 1, 2 and 3 are within subwatershed 180701060606; Coyote Creek is within subwatersheds 180701060602, 180701060603 and 180701060606; and San Jose Creek is within subwatersheds 180701060501 and 180701060502.

channels of the San Gabriel River, Coyote Creek and San Jose Creek and most of their tributaries are owned by the Los Angeles County Flood Control District (LACFCD), with the exception of a small area within the City of Pico Rivera owned by the Army Corps of Engineers. Additionally, there are privately owned and maintained drainages and open channels.

The Coyote Creek enters the San Gabriel River near the ocean and the subwatershed area covers a densely populated area of southeastern Los Angeles County and northern Orange County. The Coyote Creek subwatershed drains approximately 185 square miles to its confluence with the San Gabriel River. The subwatershed is almost entirely developed. Part of the Coyote Creek subwatershed is under the authority of the Los Angeles Regional Water Quality Control Board (Los Angeles RWQCB), while; part of the Coyote Creek subwatershed is in Orange County and is under the authority of the Santa Ana RWQCB.

PROJECT SITE HYDROLOGY AND DRAINAGE

The project site is relatively flat with an approximate surface elevation ranging from 94 feet above mean sea level (msl) to 101 feet above msl. Under existing conditions, drainage within the project site generally flows southeast across the project site, with on-site runoff collected in a network of underground storm drains which connect to an existing 93-inch underground storm drain (owned by LACFCD) in the eastern part of the project site.³

STORMWATER QUALITY

Point Source Pollutants

Point source discharges are regulated through National Pollutant Discharge Elimination System (NPDES) permits. Point sources include those associated with the Municipal Separate Storm Sewer (MS4) (stormwater and urban runoff) and other NPDES discharges. Stormwater runoff is generally regulated through four types of permits including MS4 permits, a statewide stormwater permit for Caltrans; a statewide Construction General Permit (CGP); and a statewide Industrial General Permit (IGP). The NPDES IGP regulates stormwater discharges and authorized non-stormwater discharges from ten specific categories of industrial facilities, including manufacturing facilities, oil and gas mining facilities, landfills, and transportation facilities. The NPDES CGP regulates stormwater discharges from construction sites that result in land disturbances equal to or greater than one acre. Point source discharges from IGP, CGP, residential, commercial and transportation activities can be a significant source of pollutant loads.

Nonpoint Source Pollutants

Non-point sources by definition include pollutants that reach waters from a number of land uses and are not regulated through NPDES permits. Non-point sources include existing contaminated sediments within the watershed and direct air deposition to the waterbody surface.

A net effect of urbanization can be to increase pollutant export over naturally occurring conditions. The impact of the higher export affects the adjacent streams and the downstream receiving waters.

³ David Evans and Associates, Inc., *Due Diligence Report Norwalk Transit Village*, dated June 30, 2021.

However, an important consideration in evaluating stormwater quality is to assess whether the beneficial use to the receiving waters is impaired. Nonpoint source pollutants are characterized by the following major categories to assist in determining the pertinent data and its use. Receiving waters can assimilate a limited quantity of various constituent elements; however, there are thresholds beyond which the measured amount becomes a pollutant and results in an undesirable impact. Standard water quality categories of typical urbanization impacts are:

- *Sediment*. Sediment is made up of tiny soil particles that are washed or blown into surface waters. It is the major pollutant by volume in surface water. Suspended soil particles can cause the water to look cloudy or turbid. The fine sediment particles also act as a vehicle to transport other pollutants, including nutrients, trace metals, and hydrocarbons. Construction sites are the largest source of sediment for urban areas under development. Another major source of sediment is streambank erosion, which may be accelerated by increases in peak rates and volumes of run-off due to urbanization.
- *Nutrients*. Nutrients are a major concern for surface water quality, especially phosphorous and nitrogen, which can cause algal blooms and excessive vegetative growth. Of the two, phosphorus is usually the limiting nutrient that controls the growth of algae in lakes. The orthophosphorous form of phosphorus is readily available for plant growth. The ammonium form of nitrogen can also have severe effects on surface water quality. The ammonium is converted to nitrate and nitrite forms of nitrogen in a process called nitrification. This process consumes significant amounts of oxygen, which can impair the dissolved oxygen levels in water. The nitrate form of nitrogen is very soluble and is found naturally at low levels in water. When nitrogen fertilizer is applied to lawns or other areas more than needed by the plant, nitrates can leach below the root zone, eventually reaching ground water. Orthophosphate from automobile emissions also contributes phosphorus in areas with heavy automobile traffic. Generally, nutrient export is greatest from development sites with the most impervious areas. Other problems resulting from excess nutrients are: 1) surface algal scums; 2) water discolorations; 3) odors; 4) toxic releases; and 5) overgrowth of plants.
- *Trace Metals*. Trace metals are primarily a concern because of their toxic effects on aquatic life, and their potential to contaminate drinking water supplies. The most common trace metals found in urban run-off are lead, zinc, and copper. Fallout from automobile emissions is also a major source of lead in urban areas. A large fraction of the trace metals in urban run-off are attached to sediment; this effectively reduces the level, which is immediately available for biological uptake and subsequent bioaccumulation. Metals associated with sediment settle out rapidly and accumulate in the soils. Urban run-off events typically occur over a shorter duration, reducing the amount of exposure, which could be toxic to the aquatic environment. The toxicity of trace metals in run-off varies with the hardness of the receiving water. As total hardness of the water increases, the threshold concentration levels for adverse effects increases.
- *Oxygen-Demanding Substances*. Aquatic life is dependent on the dissolved oxygen in the water. When organic matter is consumed by microorganisms, dissolved oxygen is consumed in the process. A rainfall event can deposit significant quantities of oxygen-demanding substance in lakes and streams. The biochemical oxygen demand of typical urban run-off is on the same order of magnitude as the effluent from an effective secondary wastewater treatment plant. A

problem from low dissolved oxygen (DO) results when the rate of oxygen-demanding material exceeds the rate of replenishment. Oxygen demand is estimated by direct measure of DO and indirect measures such as biochemical oxygen demand (BOD), chemical oxygen demand (COD), oils and greases, and Total Organic Carbon (TOC).

- *Bacteria.* Bacteria levels in undiluted urban run-off exceed public health standards for water contact recreation almost without exception. Studies have found that total coliform counts exceeded the U.S. Environmental Protection Agency's (EPA) water quality criteria at almost every site and almost every time it rained. The coliform bacteria that are detected may not be a health risk by themselves but are often associated with human pathogens.
- *Oil and Grease.* Oil and grease contain a wide variety of hydrocarbons, some of which could be toxic to aquatic life in low concentrations. These materials initially float on water and create the familiar rainbow-colored film. Hydrocarbons have a strong affinity for sediment and quickly become absorbed to it. The major source of hydrocarbons in urban run-off is through leakage of crankcase oil and other lubricating agents from automobiles. Hydrocarbon levels are highest in the run-off from parking lots, roads, and service stations. Residential land uses generate less hydrocarbon export, although illegal disposal of waste oil into stormwater can be a local problem.
- *Other Toxic Chemicals.* Priority pollutants are generally related to hazardous wastes or toxic chemicals and can be sometimes detected in stormwater. Priority pollutant scans have been conducted in previous studies of urban run-off, which evaluated the presence of over 120 toxic chemicals and compounds. The scans rarely revealed toxins that exceeded the current safety criteria. The urban run-off scans were primarily conducted in suburban areas not expected to have many sources of toxic pollutants (possibly except for illegally disposed or applied household hazardous wastes). Measures of priority pollutants in stormwater include: 1) phthalate (plasticizer compound), 2) phenols and creosols (wood preservatives), 3) pesticides and herbicides, 4) oils and greases, and 5) metals.

PHYSICAL CHARACTERISTICS OF SURFACE WATER QUALITY

Standard parameters, which can assess stormwater quality, provide a method of measuring impairment. A background of these typical characteristics assists in understanding water quality requirements. The quantity of a material in the environment and its characteristics determine the degree of availability as a pollutant in surface run-off. In an urban environment, the quantity of certain pollutants in the environment is a function of the intensity of the land use. For instance, high automobile traffic volumes cause various potential pollutants (such as lead and hydrocarbons) to be more prevalent. The availability of a material, such as a fertilizer, is a function of the quantity and the way in which it is applied. Applying fertilizer in quantities that exceed plant needs leaves the excess nutrients available for loss to surface or ground water.

The physical properties and chemical constituents of water traditionally have served as the primary means for monitoring and evaluating water quality. Evaluating the condition of water through a water quality standard refers to its physical, chemical, or biological characteristics. There are many types and classifications of water quality parameters for stormwater. Typically, the concentration of an urban pollutant, rather than the annual load of that pollutant, is required to assess a water quality problem.

Some of the physical, chemical, or biological characteristics that evaluate the quality of the surface run-off are listed below.

- *Dissolved Oxygen.* DO in the water has a pronounced effect on the aquatic organisms and the chemical reactions that occur. It is one of the most important biological water quality characteristics in the aquatic environment. The DO concentration of a water body is determined by the solubility of oxygen, which is inversely related to water temperature, pressure, and biological activity. DO is a transient property that can fluctuate rapidly in time and space and represents the status of the water system at a point and time of sampling. The decomposition of organic debris in water is a slow process, as are the resulting changes in oxygen status. The oxygen demand is an indication of the pollutant load and includes measurements of biochemical oxygen demand or chemical oxygen demand.
- *Biochemical Oxygen Demand.* The BOD is an index of the oxygen-demanding properties of the biodegradable material in the water. Samples are taken from the field and incubated in the laboratory at 20°C, after which the residual dissolved oxygen is measured. The BOD value commonly referenced is the standard 5-day values. These values are useful in assessing stream pollution loads and for comparison purposes.
- *Chemical Oxygen Demand.* The COD is a measure of the pollutant loading in terms of complete chemical oxidation using strong oxidizing agents. It can be determined quickly because it does not rely on bacteriological actions as with BOD. COD does not necessarily provide a good index of oxygen demanding properties in natural waters.
- *Total Dissolved Solids.* Total dissolved solids (TDS) concentration is determined by evaporation of a filtered sample to obtain residue whose weight is divided by the sample volume. The TDS of natural waters varies widely. There are several reasons why TDS is an important indicator of water quality. Dissolved solids affect the ionic bonding strength related to other pollutants such as metals in the water. TDS are also a major determinant of aquatic habitat. TDS affects saturation concentration of dissolved oxygen and influences the ability of a water body to assimilate wastes. Eutrophication rates depend on TDS.
- *pH.* The pH of water is the negative log, base 10, of the hydrogen ion (H^+) activity. A pH of 7 is neutral; a pH greater than 7 indicates alkaline water; a pH less than 7 represents acidic water. In natural water, carbon dioxide reactions are some of the most important in establishing pH. The pH at any one time is an indication of the balance of chemical equilibrium in water and affects the availability of certain chemicals or nutrients in water for uptake by plants. The pH of water directly affects fish and other aquatic life; generally, toxic limits are pH values less than 4.8 and greater than 9.2.
- *Alkalinity.* Alkalinity is the opposite of acidity, representing the capacity of water to neutralize acid. Alkalinity is also linked to pH and is caused by the presence of carbonate, bicarbonate, and hydroxide, which are formed when carbon dioxide is dissolved. A high alkalinity is associated with a high pH and excessive solids. Most streams have alkalinities less than 200 milligrams per liter (mg/l). Ranges of alkalinity of 100-200 mg/l seem to support well-diversified aquatic life.

- *Specific Conductance*. The specific conductivity of water, or its ability to conduct an electric current, is related to the total dissolved ionic solids. Long-term monitoring of project waters can develop a relationship between specific conductivity and TDS. Its measurement is quick and inexpensive and can be used to approximate TDS. Specific conductivities more than 2000 microohms per centimeter indicate a TDS level too high for most freshwater fish.
- *Turbidity*. The clarity of water is an important indicator of water quality that relates to the alkalinity of photosynthetic light to penetrate. Turbidity is an indicator of the property of water that causes light to become scattered or absorbed. Turbidity is caused by suspended clays and other organic particles. It can be used as an indicator of certain water quality constituents, such as predicting sediment concentrations.
- *Nitrogen*. Sources of nitrogen in stormwater are from the additions of organic matter to water bodies or chemical additions. Ammonia and nitrate are important nutrients for the growth of algae and other plants. Excessive nitrogen can lead to eutrophication since nitrification consumes dissolved oxygen in the water. Nitrogen occurs in many forms. Organic nitrogen breaks down into ammonia, which eventually becomes oxidized to nitrate-nitrogen, a form available for plants. High concentrations of nitrate-nitrogen in water can stimulate growth of algae and other aquatic plants, but if phosphorus is present, only about 0.30 mg/l of nitrate-nitrogen is needed for algal blooms. Some fish life can be affected when nitrate-nitrogen exceeds 4.2 mg/l. There are several ways to measure the various forms of aquatic nitrogen. Typical measurements of nitrogen include Kjeldahl nitrogen (organic nitrogen plus ammonia), ammonia, nitrite plus nitrate, nitrite, and nitrogen in plants. The principal water quality criterion for nitrogen focuses on nitrate and ammonia.
- *Phosphorus*. Phosphorus is an important component of organic matter. In many water bodies, phosphorus is the limiting nutrient that prevents additional biological activity from occurring. The origin of this constituent in urban stormwater discharge is generally from fertilizers and other industrial products. Orthophosphate is soluble and considered the only biologically available form of phosphorus. Since phosphorus strongly associates with solid particles and is a significant part of organic material, sediments influence concentration in water and are an important component of the phosphorus cycle in streams. Important methods of measurement include detecting orthophosphate and total phosphorus.

EXISTING REGIONAL WATER QUALITY CONDITIONS

The project site is under the jurisdiction of the Los Angeles Regional Water Quality Control Board (Los Angeles RWQCB). The *Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties* (Basin Plan) designates the beneficial uses of the Los Angeles RWQCB's surface and ground waters; designates water quality objectives for the reasonable protection of those uses; and establishes an implementation plan to achieve the objectives. A beneficial use is one of the various ways that water can be used for the benefit of people and/or wildlife. Although more than one beneficial use may be identified for a given waterbody, the most sensitive use must be protected. Table 5.5-1, Coyote Creek-San Gabriel River Beneficial Uses Designations, includes the beneficial uses identified in the Basin Plan for the Coyote Creek-San Gabriel River subwatershed (HUC 180701010106).

Table 5.5-1
Coyote Creek-San Gabriel River Beneficial Uses Designations

Watershed	Beneficial Use – Existing	Beneficial Use – Potential	Beneficial Use – Intermittent
San Gabriel River Estuary (Ends at Willow St.)	<ul style="list-style-type: none"> • IND (Supporting industrial activities that do not depend on water quality) • NAV (Supporting transportation activities) • COMM (Supporting commercial and sport fishing) • EST (Supporting estuarine ecosystems) • MAR (Supporting marine ecosystems) • WILD (Supporting wildlife habitat) • RARE (Supporting habitats for plant or animal species established as rare, threatened, or endangered) • MIGR (Supporting migration of aquatic organisms) • SPWN (Spawning, reproduction, and development) 	<ul style="list-style-type: none"> • SHELL (Supporting shellfish harvesting) 	NA
Coyote Creek (San Gabriel River Estuary to La Canada Verde Creek)	<ul style="list-style-type: none"> • RARE (Supporting habitats for plant or animal species established as rare, threatened, or endangered) 	<ul style="list-style-type: none"> • MUN (Providing for municipal and domestic supply) • IND (Supporting industrial activities that do not depend on water quality) • PROC (Supporting industrial activities that depend primarily on water quality) • WARM (Supporting warm water ecosystems) • WILD (Supporting wildlife habitat) 	NA
San Gabriel River Reach 1 (San Gabriel River Estuary to Firestone Blvd.)	NA	<ul style="list-style-type: none"> • MUN (Providing for municipal and domestic supply) • WARM (Supporting warm water ecosystems) • WILD (Supporting wildlife habitat) 	NA
San Gabriel River Reach 2 (Firestone Blvd. to Whittier Narrows Dam)	<ul style="list-style-type: none"> • WILD (Supporting wildlife habitat) • RARE (Supporting habitats for plant or animal species established as rare, threatened, or endangered) 	<ul style="list-style-type: none"> • MUN (Providing for municipal and domestic supply) • IND (Supporting industrial activities that do not depend on water quality) • PROC (Supporting industrial activities that depend primarily on water quality) 	<ul style="list-style-type: none"> • GWR (Natural or artificial recharge of ground water) • WARM (Supporting warm water ecosystems)

Source: Los Angeles Regional Water Quality Control Board, *Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties, Chapter 2: Beneficial Uses*, last amended March 10, 2022.

The State and RWQCBs assess water quality data for California’s waters every two years to determine if they contain pollutants at levels that exceed protective water quality criteria and standards. This biennial assessment is required under Clean Water Act (CWA) Section 303(d). Once a water body has been listed as “impaired”, a Total Maximum Daily Load (TMDL) for the constituent of concern (pollutant) must be developed for that water body. A TMDL is an allowable discharge target to reduce pollutant loading into receiving waters. A TMDL is supposed to be developed for each impairment listed on the 303(d) list in order for each receiving water to improve water quality; receiving waters may be removed from the 303(d) list once a TMDL has been developed. Table 5.5-2, *San Gabriel River Watershed Impaired Waters*, outlined the pollutants listed pursuant to CWA 303(d) for the applicable segments of the Lower San Gabriel River Watershed.⁴

**Table 5.5-2
San Gabriel River Watershed Impaired Waters**

Water Quality Limited Segment Name	Pollutant
Coyote Creek	Coliform Bacteria Copper, Dissolved Diazinon Lead pH Toxicity Zinc Ammonia
San Gabriel River Estuary	Copper
San Gabriel River Reach 1 (Estuary to Firestone)	Coliform Bacteria pH
San Gabriel River Reach 2 (Firestone to Whittier Narrows Dam)	Coliform Bacteria Lead
San Jose Creek Reach 1 (SG Confluence to Temple St.)	Coliform Bacteria Selenium Toxicity Ammonia
San Jose Creek Reach 2 (Temple to I-10 at White Ave.)	Coliform Bacteria

Source: Los Angeles Regional Water Quality Resource Board, *San Gabriel River Watershed Impaired Waters*, https://www.waterboards.ca.gov/losangeles/water_issues/programs/regional_program/Water_Quality_and_Watersheds/san_gabriel_river_watershed/303.shtml, accessed January 25, 2023.

GROUNDWATER

The project site is located within the Coastal Plain of Los Angeles groundwater basin and Central subbasin. The Central subbasin (also known as the Central Basin) is a groundwater aquifer spanning approximately 277 square miles in the mostly urbanized southern area of Los Angeles County. The Central Basin is bordered to the north by a surface divide called the La Brea high and to the northeast

⁴ Los Angeles Regional Water Quality Resource Board, *San Gabriel River Watershed Impaired Waters*, https://www.waterboards.ca.gov/losangeles/water_issues/programs/regional_program/Water_Quality_and_Watersheds/san_gabriel_river_watershed/303.shtml, accessed January 25, 2023.

and east by tertiary rocks of the Elysian, Repetto, Merced and Puente Hills. The southeast boundary between the Central Basin and Orange County Groundwater Basin generally follows Coyote Creek, which is a regional drainage province boundary. The southwest boundary is formed by the Newport Inglewood fault system and the associated folded rocks of the Newport Inglewood uplift. The Los Angeles and San Gabriel Rivers drain the inland basins and flow across the surface of the Central Basin and eventually to the Pacific Ocean. Average precipitation throughout the Central Basin is approximately 12 inches, with a range from 11 to 13 inches.

Natural recharge to the Central Basin includes surface infiltration of precipitation and applied water (such as landscape irrigation), subsurface inflow from the surrounding mountains (referred to as mountain-front recharge), through the Los Angeles and Whittier Narrows and along the boundary with the Orange County Basin, and through stormwater percolation at the spreading grounds and unlined portions of rivers.⁵ Sources of artificial recharge include recycled water, imported water, and stormwater. Groundwater in the Central Basin is recharged via surface spreading at the Whittier Narrows Dam, Montebello Forebay Spreading Grounds, which consists of the Rio Hondo Spreading Grounds and San Gabriel Coastal Spreading Grounds, infiltration in the unlined portions of the Lower San Gabriel River, and via direct injection at the Alamitos Barrier Project. The lower San Gabriel River extends from the Whittier Narrows Dam through the Pacific coastal plain ending at Long Beach. Through most of the Montebello Forebay, the San Gabriel River is unlined, allowing spreading by percolation through its unlined bottom. The river is lined from about Firestone Avenue through the remainder of the Central Basin.

Based on the Geotechnical Investigation (provided in [Appendix 11.4, *Geotechnical Investigation*](#)), groundwater levels in the project vicinity have been historically recorded as shallow as approximately nine feet below ground surface (bgs). However, borings on-site at a maximum depth of 51.5 feet bgs did not encounter any groundwater. More recent groundwater levels are recorded at greater than 100 feet bgs.

5.5.2 REGULATORY SETTING

FEDERAL LEVEL

Clean Water Act

The principal law governing pollution of the nation's surface waters is the Federal Water Pollution Control Act (Clean Water Act [CWA]). Originally enacted in 1948, it was amended in 1972 and has remained substantially the same since. The CWA consists of two major parts: provisions that authorize Federal financial assistance for municipal sewage treatment plant construction and regulatory requirements that apply to industrial and municipal dischargers. The CWA authorizes the establishment of effluent standards on an industry basis. The CWA also requires states to adopt water quality standards that “consist of the designated uses of the navigable waters involved and the water quality criteria for such waters based upon such uses.”

⁵ City of Norwalk, *2020 Urban Water Management Plan*, June 2021.

The CWA forms the basic national framework for the management of water quality and the control of pollution discharges; it provides the legal framework for several water quality regulations, including the NPDES, effluent limitations, water quality standards, pretreatment standards, antidegradation policy, nonpoint source discharge programs, and wetlands protection. The U.S. EPA has delegated the responsibility for administration of portions of the CWA to State and regional agencies.

Impaired Water Bodies

CWA Section 303(d) and California’s Porter-Cologne Water Quality Control Act require that the State establish the beneficial uses of its State waters and to adopt water quality standards to protect those beneficial uses. Section 303(d) establishes a TMDL, which is the maximum quantity of a contaminant that a water body can maintain without experiencing adverse effects, to guide the application of State water quality standards. Section 303(d) also requires the State to identify “impaired” streams (water bodies affected by the presence of pollutants or contaminants) and to establish the TMDL for each stream.

National Pollution Discharge Elimination System

To achieve its objectives, the CWA is based on the concept that all discharges into the nation’s waters are unlawful, unless specifically authorized by a permit. The NPDES is the permitting program for discharge of pollutants into surface waters of the United States under CWA Section 402. Thus, industrial and municipal dischargers (point source discharges) must obtain NPDES permits from the appropriate RWQCB. The existing NPDES (Phase I) stormwater program requires municipalities serving more than 1,000,000 persons to obtain a NPDES stormwater permit for any construction project larger than five acres. Proposed NPDES stormwater regulations (Phase II) expand this existing national program to smaller municipalities with populations of 10,000 persons or more and construction sites that disturb more than one acre. For other dischargers, such as those affecting groundwater or from nonpoint sources, a Report of Waste Discharge must be filed with the RWQCB. For specified situations, some permits may be waived, and some discharge activities may be handled through inclusion in an existing General Permit.

STATE LEVEL

Porter-Cologne Water Quality Control Act

The CWA places the primary responsibility for the control of surface water pollution and for planning the development and use of water resources with the states, although it establishes certain guidelines for the states to follow in developing their programs and allows the U.S. EPA to withdraw control from states with inadequate implementation mechanisms.

California’s primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act (Water Code Sections 13000, et seq.). The Porter-Cologne Act grants the SWRCB and the RWQCBs authority and responsibility to adopt plans and policies, to regulate discharges to surface and groundwater, to regulate waste disposal sites, and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum product.

Each RWQCB must formulate and adopt a water quality control plan for its region. The regional plans are to conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its state water policy. The Porter-Cologne Act also provides that a RWQCB may include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

State Water Resources Control Board

The SWRCB administers water rights, water pollution control, and water quality functions throughout the State, while the RWQCBs conduct planning, permitting, and enforcement activities. For the proposed project, the NPDES permit is divided into two parts: construction; and post-construction. Construction permitting is administered by the SWRCB, while post-construction permitting is administered by the RWQCB. In California, NPDES permits are also referred to as waste discharge requirements (WDRs) that regulate discharges to waters of the United States.

SWRCB TRASH AMENDMENTS

On April 7, 2015, the SWRCB adopted an amendment to the Water Quality Control Plan for Ocean Waters of California to control trash and Part 1, Trash Provisions, of the Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California. They are collectively referred to as “the Trash Amendments.” The Trash Amendments apply to all surface waters of California and include a land-use-based compliance approach to focus trash controls on areas with high trash-generation rates. Areas such as high density residential, industrial, commercial, mixed urban, and public transportation stations are considered priority land uses. There are two compliance tracks:

- **Track 1:** Permittees install, operate, and maintain a network of certified full-capture systems in storm drains that capture runoff from priority land uses.
- **Track 2:** Permittees must implement a plan with a combination of full-capture systems, multi-benefit projects, institutional controls, and/or other treatment methods that have the same effectiveness as Track 1 methods.

The Trash Amendments provide a framework for permittees to implement its provisions. Full compliance must occur within 10 years of the permit, and permittees must also meet interim milestones, such as average load reductions of 10 percent per year.

WATER CONSERVATION IN LANDSCAPING ACT OF 2006

The Water Conservation in Landscaping Act includes California’s *Model Water Efficient Landscape Ordinance* (MWELo), which requires cities and counties to adopt landscape water conservation ordinances. The MWELo was revised in July 2015 via Executive Order B-29-15 to address the ongoing drought and build resiliency for future droughts. State law requires all land use agencies, which includes cities and counties, to adopt a Water Efficient Landscape Ordinance that is at least as efficient as the MWELo prepared by the California Department of Water Resources. The 2015 revisions to the MWELo improve water conservation in the landscaping sector by promoting efficient landscapes in new developments and retrofitted landscapes. The revisions increase water efficiency by requiring more efficient irrigation systems, incentives for grey water usage, improvements in on-site stormwater capture, and limiting the portion of landscapes that can be covered in high-water-use plants and turf. New development projects that include landscape areas of 500 square feet or more are subject to the MWELo. This applies to residential, commercial, industrial, and institutional

projects that require a permit, plan check, or design review. The previous landscape-size threshold for new development projects ranged from 2,500 square feet to 5,000 square feet. The size threshold for rehabilitated landscapes has not changed and remains at 2,500 square feet.

CONSTRUCTION GENERAL PERMIT ORDER 2022-0057-DWQ

Dischargers whose projects disturb one (1) or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (General Permit) Order 2022-0057-DWQ (effective September 1, 2023) (Construction General Permit). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore a facility's original line, grade, or capacity.

To obtain coverage under the Construction General Permit, Permit Registration Documents (PRDs), including a Notice of Intent (NOI), Risk Assessment, Site Map, and Storm Water Pollution Prevention Plan (SWPPP), among others, must be filed with the SWRCB prior to the commencement of construction activity. The NOI would notify the SWRCB of the applicant's intent to comply with the Construction General Permit. The SWPPP, which must be prepared by a Qualified SWPPP Developer (QSD), would include a list of best management practices (BMPs) the discharger would use to protect stormwater run-off and the placement of those BMPs. Additionally, the project's SWPPP must contain a visual monitoring program and a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs.

GROUNDWATER MANAGEMENT ACT

In 1992, the State Legislature provided for more formal groundwater management with the passage of Assembly Bill (AB) 3030, the Groundwater Management Act (Water Code Section 10750, et seq.). Groundwater management, as defined in DWR's Bulletin 118 Update 2003, is the planned and coordinated monitoring, operation, and administration of a groundwater basin, or portion of a basin, with the goal of long-term groundwater resource sustainability. Groundwater management needs are generally identified and addressed at the local level in the form of Groundwater Management Plans (GMP). The Act provides local water agencies with procedures to develop a GMP to enable those agencies to manage their groundwater resources efficiently and safely while protecting the quality of supplies. Under the Act, development of a GMP by a local water agency is voluntary.

SUSTAINABLE GROUNDWATER MANAGEMENT ACT

The Sustainable Groundwater Management Act (SGMA) established a framework for sustainable, local groundwater management. SGMA requires groundwater-dependent regions to halt overdraft and bring basins into balanced levels of pumping and recharge. With passage of the SGMA, the Department of Water Resources launched the Sustainable Groundwater Management (SGM) Program to implement the law and provide ongoing support to local agencies around the State. The SGMA:

- Establishes a definition of "sustainable groundwater management";
- Requires that a Groundwater Sustainability Plan be adopted for the most important groundwater basins in California;

- Establishes a timetable for adoption of Groundwater Sustainability Plans;
- Empowers local agencies to manage basins sustainably;
- Establishes basic requirements for Groundwater Sustainability Plans; and
- Provides for a limited State role.

Specifically, SGMA requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans (GSPs) or prepare an alternative to a GSP. According to the California Department of Water Resources, the project site is located within the Coastal Plain of Los Angeles groundwater basin and Central subbasin, which is ranked as a “very low” priority basin.⁶ Therefore, there is no groundwater sustainability plan established for the Central subbasin.

REGIONAL LEVEL

Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties

The *Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties* (Basin Plan) is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan (i) designates beneficial uses for surface and ground waters, (ii) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's antidegradation policy, and (iii) describes implementation programs to protect all waters in the Region. In addition, the Basin Plan incorporates (by reference) all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations. Those of other agencies are referenced in appropriate sections throughout the Basin Plan.

The Basin Plan is a resource for the LA RWQCB and others who use water and/or discharge wastewater in the Los Angeles Region. Other agencies and organizations involved in environmental permitting and resource management activities also use the Basin Plan. Finally, the Basin Plan provides valuable information to the public about local water quality issues.

The Basin Plan is reviewed and updated as necessary. Following adoption by the Regional Board, the Basin Plan and subsequent amendments are subject to approval by the State Board, the State Office of Administrative Law (OAL), and the United States Environmental Protection Agency (USEPA).

The Basin Plan was last amended on March 10, 2022. The amendment added the definitions of three new beneficial uses to the Basin Plan, including Tribal Tradition and Culture (CUL), Tribal Subsistence Fishing (T-SUB), and Subsistence Fishing (SUB). The CUL use reflects uses of water that support the cultural, spiritual, and traditional ways of living by California Native American Tribes. The T-SUB and SUB uses recognize use of some surface waters by populations that are likely to consume more fish than the average recreational angler in California. State Water Board Resolution No. 2017-0027 states

⁶ California Department of Water Resources, *SGMA Basin Prioritization Dashboard*, <https://gis.water.ca.gov/app/bp-dashboard/final/>, accessed January 26, 2023.

that the regional boards shall use the three new beneficial uses and abbreviations (CUL, T-SUB, SUB) to the extent such activities are defined in a Basin Plan after June 28, 2017.

The establishment of a beneficial use definition in the Basin Plan does not also operate to designate any waterbodies with the use. The Los Angeles Water Board will designate specific waterbodies where the use applies through a separate basin planning process in accordance with Water Code sections 13240, 13244, and 13245.

Groundwater Basins Master Plan

The Water Replenishment District (WRD) of Southern California, in coordination with other basin stakeholders, developed the *Groundwater Basins Master Plan*. The intent of the plan is to provide a single reference document for parties operating within and maintaining the Coastal Plain of Los Angeles' West Coast and Central Basins. The plan is intended to help guide the stakeholders to develop and assess initial concepts for additional recharge and pumping from these basins to utilize the basins fully and reduce dependence on imported water. Furthermore, the plan identifies projects and programs to enhance basin replenishment, increase the reliability of groundwater resources, improve and protect groundwater quality, and ensure that the groundwater supplies are suitable for beneficial uses.

NPDES/MS4 Permits

The CWA mandates cities in major metropolitan areas to obtain permits to “effectively prohibit non-stormwater discharges into the storm sewers” and “require controls to reduce the discharge of pollutants to the maximum extent practicable.” The U.S. EPA has delegated this authority to the state of California, which has authorized the SWRCB and its local regulatory agencies, the RWQCBs, to control nonpoint source discharges to California’s waterways.

The Municipal Storm Water Permitting Program regulates stormwater discharges from municipal separate storm sewer (drain) systems (MS4s). Section 122.26(b)(8) of title 40 of the Code of Federal Regulations (CFR) defines an MS4 as “a conveyance or system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, manmade channels, or storm drains): (i) [o]wned or operated by a State, city, town, borough, county, parish, district, association, or other public body (created by or pursuant to State law) having jurisdiction over disposal of sewage, industrial wastes, storm water, or other wastes, including special districts under State law such as a sewer district, flood control district or drainage district, or similar entity, or an Indian tribe or an authorized Indian tribal organization, or a designated and approved management agency under section 208 of the CWA that discharges to waters of the United States; (ii) [d]esigned or used for collecting or conveying storm water; (iii) [w]hich is not a combined sewer; and (iv) [w]hich is not part of a Publicly Owned Treatment Works (POTW) as defined at 40 CFR 122.2.” Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. These regional MS4 permits require the discharger to develop and implement a Storm Water Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP). MEP is the performance standard specified in CWA Section 402(p). The management programs specify what BMPs will be used to address certain program areas. The program areas include public education and outreach; illicit discharge detection and elimination; construction and post-construction; and good housekeeping for municipal operations.

The Los Angeles County Flood Control District, County of Los Angeles, 85 incorporated cities within the coastal watersheds of Los Angeles County, Ventura County Watershed Protection District, County of Ventura, and 10 incorporated cities within Ventura County (hereinafter referred to separately as Permittees and jointly as Dischargers) are subject to waste discharge requirements (WDRs) for their MS4 discharges originating from within their jurisdictional boundaries composed of stormwater and non-stormwater through the Regional Phase I MS4 Permit (Order No. R4-2021-0105; NPDES Permit No. CAS004004)⁷. Operators of MS4s regulated under the Phase I NPDES Storm Water Program were required to obtain permit coverage for municipal discharges of storm water and non-storm water to waters of the United States.

The project site is located within jurisdiction of the Los Angeles RWQCB. The Los Angeles RWQCB regulates discharges from medium and large municipal separate storm sewer systems (MS4s) through the Los Angeles County, Long Beach, and Ventura County MS4 Permits. Specifically, for Los Angeles County, the Los Angeles RWQCB adopted Order No. R4-2012-0175, *Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County, Except those Discharges Originating from the City of Long Beach MS4* (hereinafter LA County MS4 Permit).⁸ The first county-wide MS4 permit for the County of Los Angeles and the incorporated areas therein was Order No. 90-079, adopted by the Los Angeles RWQCB on June 18, 1990. The LA County MS4 Permit set forth waste discharge requirements from the discharge points for the municipal discharges of storm water and non-storm water by the Los Angeles County Flood Control District, the County of Los Angeles, and 84 incorporated cities within the coastal watersheds of Los Angeles County with the exception of the City of Long Beach (hereinafter referred to separately as Permittees and jointly as the Dischargers). Each Permittee must establish and maintain adequate legal authority, within its respective jurisdiction, to control pollutant discharges into and from its MS4 through ordinance, statute, permit, contract or similar means.

This LA County MS4 Permit implements the Federal Phase I NPDES Storm Water Program requirements. These requirements include three fundamental elements: (i) a requirement to effectively prohibit non-storm water discharges through the MS4, (ii) requirements to implement controls to reduce the discharge of pollutants to the maximum extent practicable, and (iii) other provisions the Regional Water Board has determined appropriate for the control of such pollutants. Pursuant to California Water Code section 13263(a), the requirements of this LA County MS4 Permit implement the Basin Plan.

The City is a co-permittee under the LA County MS4 Permit as well as waste discharge requirements under California law (the municipal NPDES permit).

⁷ California Regional Water Quality Control Board, *California Regional Water Quality Control Board Los Angeles Region, Regional Phase I MS4 NPDES Permit, Order No. R4-2021-0105, NPDES No. CAS004004, Waste Discharge Requirements And National Pollutant Discharge Elimination System (NPDES) Permit For Municipal Separate Storm Sewer System (MS4) Discharges Within The Coastal Watersheds of Los Angeles And Ventura Counties*, amended November 18, 2015.

⁸ California Regional Water Quality Control Board, *California Regional Water Quality Control Board Los Angeles Region, Order No. R4-2012-0175 as amended by State Water Board Order WQ 2015-0075 and Los Angeles Water Board Order R4-2012-0175-A01 NPDES Permit No. CAS004001, Waste Discharge Requirements For Municipal Separate Storm Sewer System (MS4) Discharges Within The Coastal Watersheds Of Los Angeles County, Except Those Discharges Originating From The City Of Long Beach MS4*, adopted September 8, 2016.

In accordance with the requirements of the City and consistency with Part VI.D.7.b of LA County MS4 Permit, planning priority projects (certain new development and redevelopment projects) would be required to prepare and submit a project-specific standard urban stormwater mitigation plan (SUSMP), which should include the applicable LID requirements as an element of the SUSMP. LID requirements may include those BMPs necessary to control stormwater pollution from construction activities and facility operations. Structural or treatment control BMPs (including, as applicable, post-construction treatment control BMPs) set forth in project plans would be required to meet the design standards set forth in the SUSMP and the current municipal NPDES permit (i.e., the LA County MS4 Permit).

Planning priority projects would include development and redevelopment projects, which are subject to City conditioning and approval for the design and implementation of post-construction controls to mitigate stormwater pollution prior to completion of the projects. Planning priority projects include all new development projects with disturbed area equal to one acre or greater that adds more than 10,000 square feet of impervious surface area. Planning priority projects also include redevelopment projects with land disturbing activity that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site on planning priority project categories. Further, pursuant to Municipal Code Section 18.04.105(C)(2), where redevelopment results in an alteration to more than 50 percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction stormwater quality control requirements, the entire project must be mitigated; where redevelopment results in an alteration of less than 50 percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction stormwater quality control requirements, only the alteration must be mitigated, and not the entire development.

Lower San Gabriel River Watershed Management Program

The Lower San Gabriel River Watershed Management Program was developed to implement the Los Angeles RWQCB's NPDES requirements on a watershed scale. The program is a long-term planning document that takes a comprehensive look at the Lower San Gabriel River Watershed, including its land uses, MS4 system, existing and planned control measures (both structural and nonstructural), existing stormwater treatment systems, historical monitoring data, and the various segments of the San Gabriel River and its tributaries that have been identified as impaired by pollutants. Using that data, the Watershed Management Modeling System was used to generate a "reasonable assurance" analysis that predicts an optimal combination of structural treatment systems and construction timelines to achieve the goals of the MS4 Permit.

LOCAL LEVEL

City of Norwalk Low Impact Development Storm Water Ordinance

The City of Norwalk low impact development (LID) storm water ordinance (LID Ordinance) requires projects to retain on-site a specific volume of stormwater runoff. The Regional MS4 NPDES Permit for stormwater and non-stormwater discharges from the MS4 within the coastal watersheds of Ventura and Los Angeles counties (CAS004004, Order No. R4-2021-0105; henceforth referred to as the 2021 MS4 Permit) is the regulatory policy that imposes these LID requirements. The LID Standards Manual (dated February 2014) provides guidance for the implementation of stormwater quality control measures in new development and redevelopment projects in incorporated and

unincorporated areas of the counties with the intention of improving water quality and mitigating potential water quality impacts from stormwater and non-stormwater discharges. The LID Standards Manual is currently being reviewed to determine any necessary updates to comply with the 2021 MS4 Permit. If an updated LID Manual is available during the design phase, its requirements will be reviewed and implemented where applicable. Under the LID Ordinance, designated projects are required to prohibit the discharge of pollutants from property developments. Preventing these pollutants from entering the drainage system will be accomplished through the installation and maintenance of post-construction treatment controls (Best Management Practices [BMPs]).

LID is a drainage strategy and concept that allows runoff from developed sites to closely mimic the runoff pattern and water quality of undeveloped sites. There is a hierarchy of storm water treatment methods that the County has established and new developments are required to utilize the highest method that is technically feasible. The treatment method hierarchy is as follows:

1. Infiltration of storm water into the underlying soils
2. Storage and beneficial reuse of storm water
3. High-Efficiency storm water biotreatment
4. Mechanical storm water treatment

City of Norwalk General Plan

The General Plan Conservation and Utility Infrastructure Elements include objectives and policies to address the City's stormwater demands. The following objectives and policies are relevant to the proposed project:

UTILITY INFRASTRUCTURE ELEMENT

STORM DRAINAGE

OBJECTIVES:

- To provide adequate storm drainage and flood control infrastructure to efficiently serve existing and future Norwalk residents.
- To reduce storm water pollution.

POLICIES:

- Work with Los Angeles County to ensure maintenance and development of drainage facilities to meet present and future needs.
- Work with the appropriate State and County agencies to reduce water pollution from storm water.

CONSERVATION ELEMENT

OBJECTIVES:

- To encourage efforts to reduce pollution.

POLICIES:

- Cooperate with federal, State and regional agencies in efforts to reduce pollution.
- Prohibit discharge of pollutants in to the San Gabriel River Flood Control Channel.
- Promote public awareness of water pollution and means of prevention.

City of Norwalk Municipal Code

CHAPTER 18.04, STORMWATER MANAGEMENT AND DISCHARGE CONTROL

This chapter (also known as the City of Norwalk Stormwater Management and Discharge Control ordinance) is intended to protect and enhance the quality of watercourses, water bodies, and wetlands within the City in a manner consistent with the Federal Clean Water Act, the California Porter-Cologne Water Quality Control Act and the municipal NPDES permit. This chapter is also intended to provide the City with the legal authority necessary to control discharges to and from those portions of the municipal stormwater system over which it has jurisdiction as required by the municipal NPDES permit, and fully and timely comply with the terms of the municipal NPDES permit while the Watershed Management Program is being developed by the permittees under the municipal NPDES permit, and in contemplation of the subsequent amendment of this chapter or adoption by the City of additional provisions of this chapter to implement the subsequently adopted Watershed Management Program, or other programs developed under the municipal NPDES permit. This chapter also sets forth requirements for the construction and operation of certain commercial development, new development and redevelopment and other projects (as further defined herein) which are intended to ensure compliance with the stormwater mitigation measures prescribed in the current MS4 permit.

Specifically, Section 18.04.105, *Standard urban stormwater mitigation plan (SUSMP) and low impact development (LID) requirements for new development and redevelopment projects*, outlined requirements for stormwater pollution control measures in development and redevelopment projects and authorizes the City to further define and adopt stormwater pollution control measures, and to develop LID principles and requirements.

5.5.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in [Appendix 11.1](#), of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

- a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality (refer to Impact Statements HWQ-1);

- b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin (refer to Impact Statement HWQ-4);
- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - i. Result in substantial erosion or siltation on- or off-site (refer to Impact Statements HWQ-1 and HWQ-2);
 - ii. Substantially increase the rate or amount of surface run-off in a manner that would result in flooding on- or off-site (refer to Impact Statement HWQ-2);
 - iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff (refer to Impact Statement HWQ-3); or
 - iv. Impede or redirect flood flows (refer to Impact Statement HWQ-2);
- d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation (refer to Section 8.0, *Effects Found Not To Be Significant*); and/or
- e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (refer to Impact Statement HWQ-5).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a “less than significant impact” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.5.4 IMPACTS AND MITIGATION MEASURES

WATER QUALITY

HWQ-1 THE PROJECT COULD VIOLATE WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS, OR OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY.

Impact Analysis: Development under the proposed Specific Plan may contribute to water quality degradation in the City. Runoff from disturbed areas may contain silt and debris, which could result in a long-term increase in the sediment load of the storm drain system serving the City. There is also the possibility for water quality degradation at future construction sites occurring under the Specific Plan. Substances such as oils, fuels, paints, and solvents may be transported to nearby drainages, watersheds, and groundwater in storm water runoff, wash water, and dust control water. The significance of these water quality impacts would vary depending upon the level of construction activity, weather conditions, soil conditions, increased sedimentation of drainage systems within the area, compliance with NPDES permit requirements, and proper installation of BMPs.

Maintaining and improving water quality is essential to protect public health, wildlife, and the local watershed. Water conservation and pollution prevention can be dramatically improved through proactive efforts of residents and through City policies. In order to meet Federal and State water quality requirements related to storm water runoff, new development and significant reconstruction projects within the City would be required to comply with the NPDES permit and any BMP conditions and requirements established by the City.

SHORT-TERM CONSTRUCTION IMPACTS

Project-related construction activities could result in short-term impacts to water quality associated with the handling, storage, and disposal of construction materials; maintenance and operation of construction equipment; and earthmoving activities. These activities, if not controlled, could result in on- and off-site soil erosion due to stormwater run-off or operation of mechanical equipment. Poorly maintained construction vehicles and heavy equipment leaking fuel, oil, antifreeze, or other vehicle-related fluids on the site are also common sources of stormwater pollution and soil contamination.

In conformance with the NPDES program, developments that disturb greater than one acre of land area will be subject to the storm water discharge requirements of a General Construction Permit (Order 2022-0057-DWQ) requirements and be required to prepare the following:

- Non-stormwater discharges from construction sites are required to be eliminated or reduced to the maximum extent practicable; A SWPPP shall be prepared to govern project construction activities; and
- Routine inspections shall be performed of all stormwater pollution prevention measures and control practices being used at the site, including inspections before and after storm events.

The SWPPP would identify point and nonpoint sources of pollutant discharge within the project site that could adversely affect water quality in the City. The SWPPP is required to include the following, among others:

- A list of BMPs that would be used to control sediment and other pollutants in storm water and non-storm water runoff;
- A visual monitoring program;
- A chemical monitoring program for “nonvisible” pollutants to be implemented if there is a failure of BMPs; and
- A monitoring plan if the site discharges directly to a water body listed on the State’s 303(d) list of impaired waters.

Examples of construction BMPs include soil and wind erosion controls, sediment controls, tracking controls, non-stormwater management controls; and waste management controls. Compliance with the NPDES Construction General Permit requirements would minimize short-term construction water quality impacts.

Further, projects within the Specific Plan area would be required to comply with the LA County MS4 Permit and Municipal Code Chapter 18.04, *Stormwater Management and Discharge Control*, which requires new development projects to prepare and implement a project-specific standard urban stormwater

mitigation plan (SUSMP), which should include the applicable LID requirements as an element of the SUSMP. LID requirements may include those BMPs necessary to control stormwater pollution from construction activities. As such, impacts pertaining to water quality during construction would be less than significant in this regard.

LONG-TERM OPERATIONAL IMPACTS

Development of the proposed project could result in increased urban runoff and long-term impacts to the quality of storm water, subsequently impacting downstream water quality. As a result, the project could increase the post-construction pollutant loadings of certain constituent pollutants, such as ornamental landscaping.

To help prevent long-term impacts associated with land use changes at the project site, and in accordance with the requirements of the City and the regional MS4 permit, future development within the Specific Plan area would be required to comply with the LA County MS4 Permit and Municipal Code Chapter 18.04, including the preparation and implementation of a SUSMP, which would include the applicable LID requirements. Accordingly, a preliminary SUSMP would be submitted as part of the entitlement process for individual development projects within the proposed Specific Plan area. The SUSMP would outline the required quantities of stormwater required to be treated and the appropriate treatment methods. A final SUSMP would be submitted as part of final construction documents, which would describe the final selection of BMPs for the proposed development. BMPs appropriate for the proposed project may include:

- **Permeable Pavement:** Permeable pavements contain small voids that allow water to pass through to a gravel base. They come in a variety of forms; they may be a modular paving system (concrete pavers, grass-pave, or gravel-pave) or poured in place pavement (porous concrete, permeable asphalt).
- **Biofiltration/Bioretenention:** Bioretention storm water treatment facilities are landscaped shallow depressions that capture and filter storm water runoff. These facilities function as a soil and plant-based filtration device that removes pollutants through a variety of physical, biological, and chemical treatment processes. Vegetated swales, filter strips, and planter boxes fall within this category.

The project would also include the construction of a 96-inch solid perforated pipe detention underground basin system at the southeast portion of the site. This LID feature is intended to serve the project site, allowing drainage from each new building to flow into the proposed storm drain system, and ultimately into the underground detention basin to be filtered prior to discharge off-site. This detention basin system would have a 22,716-cubic foot capacity to retain excess runoff. Further, the project would comply with the County's LID Ordinance and the associated LID Standards Manual. It is acknowledged that during the design phase, the applicant would be required to provide a final geotechnical analysis in order to confirm the infiltration and percolation capacity at the project site. If determined necessary by the City, the applicant may also install additional dry wells to provide additional infiltration capacity, if available, as a pre-treatment feature upstream of the proposed underground detention basin.

The LID Ordinance requires projects to retain, on-site, a specific volume of stormwater runoff, while the LID Standards Manual outlines measures to distribute stormwater and urban runoff across

developed sites to help reduce adverse water quality impacts and replenish ground water supplies. Under the County's LID Ordinance, designated projects are required to prohibit the discharge of pollutants from property developments. Preventing these pollutants from entering stormwater discharge system would be accomplished by the installation and maintenance of post-construction treatment controls (i.e., BMPs). Future LID feature design would also be guided by the City's Green Streets Manual.^{9,10} The Green Streets Manual encourages the use of porous pavement or pavers for low traffic roadways, on street parking, shoulders or sidewalks. The Green Streets Manual also encourages traffic calming measures in the form of bioretention curb extensions. As detailed in the proposed Specific Plan Section 4.1.4, *Green Infrastructure*, the Specific Plan area would incorporate green infrastructure facilities into the street design. Green infrastructure facilities are designed to mimic natural systems to capture, store, and treat stormwater using specially designed landscape systems. The incorporation of green infrastructure allows runoff to infiltrate into the ground, regenerating the water table, and reducing the overall load on existing stormwater facilities within the Specific Plan area. Green infrastructure also provides amenities with many benefits beyond water quality improvement and groundwater replenishment, including the reduction of flooding, creation of attractive streetscapes and habitats, and mitigation of the heat island effect.

With the mandatory compliance with applicable BMPs as detailed in the project-specific SUSMP prepared in accordance with LA County MS4 Permit and the Municipal Code, and the incorporation of green infrastructure, stormwater runoff generated during long-term project operations would be adequately treated on-site prior to entering the existing storm drain system. As such, the project would not have to potential to result in violation of water quality standards or waste discharge requirements as outlined in the Basin Plan, or otherwise substantially degrade water quality. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

DRAINAGE PATTERNS

HWQ-2 THE PROJECT COULD SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF, IN A MANNER THAT WOULD RESULT IN SUBSTANTIAL EROSION, SILTATION, OR FLOODING ON- OR OFF-SITE.

Impact Analysis: As detailed above, the project site is relatively flat with an approximate surface elevation ranging from 94 feet above msl to 101 feet above msl. Under existing conditions, drainage within the project site generally flows southeast across the project area, with on-site runoff collected in a network of underground storm drains which connect to the existing 93-inch underground storm

⁹ City of Norwalk, *Green Streets Manual*, April 2014.

¹⁰ David Evans and Associates, Inc. *Due Diligence Report, Norwalk Transit Village Proposed Mixed Use Transit-oriented Development, On the former California Youth Authority Property, 32 acres, Located at 1320 Bloomfield Avenue, Norwalk, CA*, June 30, 2021.

drain (owned by LACFCD) in the eastern part of the project site.¹¹ Current allowable peak stormwater discharge rate for the site (the former CYA facility) is limited to 1.02 cubic feet per second (cfs) per acre. The project site is currently largely developed/disturbed.

Based on the Specific Plan, the project would construct new 18-inch to 36-inch stormwater collection drains throughout the project site, installed concurrent with street improvements. Stormwater runoff from the proposed development would be collected into the proposed storm drain system and then stored in an underground 96-inch solid pipe detention system, prior to discharge to the existing 93-inch underground LACFCD storm drain. The new detention system would have a 22,716-cubic foot capacity, which would slow down the proposed discharge rate prior to stormwater leaving the site; refer to Exhibit 3-8, *Utility Infrastructure - Stormwater*. For the approximately 32-acre project site, the future allowable peak stormwater discharge rate would be 32.64 cfs. With implementation of the proposed detention system, the project would limit peak stormwater discharge rate under the designated allowable rate and would not cause or exacerbate a flood hazard condition.

Further, as discussed under Impact Statement HWQ-1, the project would be required to prepare and implement a SUSMP, which should include the applicable LID requirements. For the proposed Specific Plan, a preliminary SUSMP would be submitted as part of the entitlement process for individual development projects within the proposed Specific Plan area. The SUSMP would outline the required quantities of stormwater required to be treated and the appropriate treatment methods. A final SUSMP would be submitted as part of final construction documents, which would describe the final selection of BMPs for the proposed development.

Overall, with the mandatory compliance with applicable BMPs as detailed in the project-specific SUSMP prepared in accordance with LA County MS4 Permit and the Municipal Code, project implementation would not substantially alter the existing drainage pattern of the site or area, or substantially increase the rate or amount of surface runoff, in a manner that would result in substantial erosion, siltation, or flooding on- or off-site. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

DRAINAGE SYSTEM CAPACITY

HWQ-3 THE PROJECT COULD CREATE OR CONTRIBUTE RUNOFF WATER WHICH COULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF.

Impact Analysis: Storm drains and/or stormwater conveyance systems are private and public drainage facilities that transport surface water runoff (typically in urban areas) to another location where the water is discharged to a natural drainage, water course (most likely), or treatment facility. The main purpose of the storm drain system is to properly convey and route stormwater to specially

¹¹ David Evans and Associates, Inc., *Due Diligence Report Norwalk Transit Village*, dated June 30, 2021.

designated areas to capture and treat stormwater and reduce localized flooding or impacts on existing stormwater systems.

Growth and urbanization place increased pressure on storm drain capacities. In general, increased urbanization increases the amount of impervious (paved) surfaces, thus reducing the amount of water that would normally infiltrate into the soil. Rainfall, irrigation runoff, and nuisance flows accumulate on impervious surfaces and flow downstream via the storm drain system to various outfalls that ultimately drain to local tributaries. Without proper stormwater BMPs, urban runoff is not filtered to remove trash, cleaned, or otherwise treated before it is discharged to the local tributaries. As a result, storm drains have become an increasingly important component in managing water quality impacts in addition to reducing flooding.

As analyzed under Impact Statements HWQ-1 and HWQ-2, the project would construct an on-site storm drain network, including an underground 96-inch solid pipe detention system at the southeast portion of the project site. For the approximately 32-acre project site, the future allowable peak stormwater discharge rate would be 32.64 cfs into the existing LACFCD storm drain. The proposed detention system would have a 22,716 cubic foot capacity to attenuate the peak runoff rate to stay within the allowable discharge rate prior to leaving the site. Implementation of the proposed storm drain improvements and LID would both reduce stormwater runoff and runoff rate within allowable discharge volume and rate. Further, the project would be required to prepare and implement a SUSMP, which should include the applicable LID requirements. For the proposed Specific Plan, a preliminary SUSMP would be submitted as part of the entitlement process for individual development projects within the proposed Specific Plan area. The SUSMP would outline the required quantities of stormwater required to be treated and the appropriate treatment methods. A final SUSMP would be submitted as part of final construction documents, which would describe the final selection of BMPs for the proposed development.

Upon approval of the final SUSMP, the proposed project would not have an adverse effect on any existing or proposed storm drain improvements within the project area. As such, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

GROUNDWATER RECHARGE

HWQ-4 THE PROJECT COULD SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN.

Impact Analysis: The proposed project would not result in direct impacts to groundwater through groundwater extraction activities, as none are proposed. Project implementation could result in indirect impacts of groundwater withdrawal due to increased water demands, as well as decreased recharge volumes as a result in increased impervious surfaces on-site.

The project is located within an urbanized and built-out area of the City. The project site includes the existing former CYA facility which include 27 buildings/structures, multiple unpaved vacant areas,

two open space fields, and a track and field. No major groundwater recharge area is located on-site or in the project vicinity.

Development in accordance with the proposed Specific Plan is not anticipated to substantially increase impervious surfaces on-site given that the project includes parkland and landscaping features that would allow for pervious conditions and infiltration. Proposed open spaces that would allow for increased permeability include a 1.56-acre park, a 1.53-acre linear park, and a 0.28-acre contiguous dog run. As such, development of the proposed project is not anticipated to result in significant changes in impermeability, and indirectly would increase percolation of surface water to the groundwater table, with compliance with the standards and regulations of the proposed Specific Plan. Impacts in this regard would be less than significant.

For potential impacts as a result of increased water demands, as discussed in [Section 5.14, *Utilities and Services Systems*](#), Impact Statement USS-1, the proposed project would result in a total water demand of 209 acre-feet per year (AFY) for potable water. Based on the *Norwalk Transit Village Water Supply Assessment for the Golden State Water Company* (Water Supply Assessment), prepared by Michael Baker International, Inc., dated January 26, 2024, provided as [Appendix 11.10](#) of this EIR, there is sufficient supply available for the area, including the project's demands. As discussed above, no groundwater recharge areas are on-site or in the vicinity. As such, implementation of the project would not substantially decrease groundwater supplies, interfere substantially with groundwater recharge in a manner that would impede sustainable groundwater management of the Central Basin, or conflict with the *Groundwater Basins Master Plan*. Impacts in this regard are less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

CONFLICT WITH WATER QUALITY PLANS

HWQ-5 THE PROJECT COULD CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN.

Impact Analysis: Refer to Impact Statement HWQ-1 for a discussion on water quality and consistency with a water quality control plan.

As discussed in [Section 5.5.2, *Regulatory Setting*](#), the project site is located within the Central Basin with no groundwater sustainability plan established. As such, the project would not have the potential to conflict with or obstruct a sustainable groundwater management plan in this regard.

As discussed in [Section 5.5.2](#), the Los Angeles RWQCB's Basin Plan establishes water quality standards for surface runoff waters within the County. As analyzed under Impact Statements HWQ-1 and HWQ-2, the project would be required to prepare a SUSMP with applicable LID requirements. With the mandatory compliance with applicable BMPs as detailed in the project-specific SUSMP prepared in accordance with LA County MS4 Permit and the Municipal Code, stormwater runoff generated during long-term project operations would be adequately treated on-site prior to entering the existing storm drain system. As such, the project would not have to potential to result in violation of water quality standards or waste discharge requirements as outlined in the Basin Plan. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.5.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, “two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts.” As outlined in [Table 4-1, *Cumulative Projects List*](#), and illustrated on [Exhibit 4-1, *Cumulative Projects Map*](#), cumulative projects are located on both developed and undeveloped sites.

For purposes of hydrology and water quality, cumulative impacts are considered for cumulative projects located in the same watershed (i.e., Coyote Creek-San Gabriel River subwatershed) as the proposed project.

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, COULD VIOLATE WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS, OR OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY.**

Impact Analysis: Cumulative projects could contribute to water quality degradation in the City. Similar to the proposed project, cumulative projects would be required to mitigate specific hydrologic impacts on a project-by-project basis pursuant to all applicable Federal, State, and local stormwater regulations and requirements, including NPDES and MS4 permits requirements (i.e., preparing and implementing project-specific SUSMP and associated BMPs and/or LID features for planning priority projects). Upon compliance, the cumulative projects would not result in violation of water quality standards or waste discharge requirements or otherwise substantially degrade water quality.

As discussed in Impact Statement HWQ-1, the project would be required to prepare a SUSMP with applicable LID features and/or BMPs, which would ensure the proposed development does not adversely impact existing drainage courses and hydrologic flows in the project area. Construction-related BMPs are also proposed to reduce construction-related runoff volume and pollutants. Overall, implementation of the project would minimize the off-site discharge of anticipated and potential pollutant runoff during construction and post-development conditions in accordance with applicable regulations. As a result, the project would not result in violation of water quality standards or waste discharge requirements or otherwise substantially degrade water quality. Therefore, implementation of the proposed project would not result in a substantial cumulative contribution to water quality impacts and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, COULD SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF, IN A MANNER THAT WOULD RESULT IN SUBSTANTIAL EROSION, SILTATION, OR FLOODING ON- OR OFF-SITE.**

Impact Analysis: Cumulative projects could alter drainage patterns in the watershed and result in substantial erosion/siltation and/or flooding. However, as stated above, cumulative projects would be required to consider specific hydrologic impacts on a project-by-project basis pursuant to all applicable Federal, State, and local stormwater regulations and requirements, including NPDES, MS4 permits requirements, and FEMA guidelines. These regulations would require project-specific BMP conditions, LID features, and/or on-site retention techniques, which would reduce peak flow rate or runoff volumes. As such, potential erosion/siltation and flooding would be reduced with compliance with existing Federal, State, and local laws and regulations.

As discussed in Impact Statement HWQ-2, project implementation would not substantially alter the existing drainage pattern of the site or area, or substantially increase the rate or amount of surface runoff with the mandatory compliance with applicable BMPs as detailed in the required project-specific SUSMP prepared in accordance with LA County MS4 Permit and the Municipal Code as well as the Construction General Permit. Thus, project would not increase runoff in a manner that would result in substantial erosion, siltation, or flooding on- or off-site. Further, erosion/siltation during construction activities would be minimized with implementation of construction-related BMPs required under the NPDES program. As such, implementation of the proposed project would not result in a substantial cumulative contribution to erosion, siltation, or flooding on- or off-site. The proposed project would not result in cumulatively considerable impacts in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, COULD CREATE OR CONTRIBUTE RUNOFF WATER WHICH COULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF.**

Impact Analysis: Cumulative projects could contribute runoff water, impact stormwater drainage systems, or generate substantial additional sources of runoff in the City. However, as stated above, cumulative projects would be required to mitigate specific hydrologic impacts on a project-by-project basis pursuant to all applicable Federal, State, and local stormwater regulations and requirements, including NPDES and MS4 permits requirements (i.e., preparing and implementing project-specific SUSMP and associated BMPs and/or LID features for planning priority projects). Specifically, the City requires individual development projects qualified as priority planning projects to prepare a SUSMP that would ensure on- and off-site drainage facilities can accommodate any increases in stormwater flows pursuant to Municipal Code Chapter 18.04. Implementation of these regulations would minimize increases in peak flow rates or runoff volumes on a project-by-project basis.

As concluded in Impact Statement HWQ-3, project implementation (with proposed underground detention feature) would not exceed the peak flow rates or runoff volumes of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. As such, implementation of the proposed project would not result in a substantial cumulative contribution to runoff which could exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts in this regard would be less than significant and the project would not result in cumulatively considerable impacts in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, COULD SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN.**

Impact Analysis: Similar to the proposed project, cumulative projects in the project area are located within urbanized areas of the City. Cumulative projects could result in increased demands on water supply and could increase impervious surfaces, reducing the amount of surface water to percolate into the groundwater. Projects would be required to comply with existing State and local regulations pertaining to stormwater best management practices on a case-by-case basis, such as providing permeable surfaces, infiltration systems, etc.

As detailed in Impact Statement HWQ-4, the proposed project would not result in direct impacts to groundwater through groundwater extraction activities. Further, development in accordance with the Specific Plan is not anticipated to substantially increase impervious surfaces at the project site, given that proposed park land and landscaping would include pervious conditions on-site and associated infiltration. Further, there is sufficient supply available for the area, including the project's demands. As such, the project would not have the potential to result in cumulatively considerable impact with regards to substantially decrease groundwater supplies, interfere substantially with groundwater recharge in a manner that would impede sustainable groundwater management of the Central basin, or conflict with the *Groundwater Basins Master Plan*. Impacts in this regard would be less than significant and the project would not result in cumulatively considerable impacts in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, COULD CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN.**

Impact Analysis: Similar to the proposed project, cumulative projects in the project area are located within the Central subbasin with no groundwater sustainability plan. As such, cumulative projects would not conflict with or obstruct a sustainable groundwater management plan in this regard. Cumulative development would be required to comply with existing State and local laws and

regulations, including preparation of a SUSMP and applicable LID requirements on a project-by-project basis.

The project would be required to prepare a SUSMP with applicable LID requirements. With the mandatory compliance with applicable BMPs as detailed in the project-specific SUSMP, prepared in accordance with LA County MS4 Permit and the Municipal Code, stormwater runoff generated during long-term project operations would be adequately treated on-site prior to entering the existing storm drain system. As such, the project would not have the potential to result in cumulatively considerable impacts with regards to conflicting with water quality standards or waste discharge requirements as outlined in the Basin Plan. Impacts in this regard would be less than significant and the project would not result in cumulatively considerable impacts in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.5.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Implementation of the proposed project would not result in any significant and unavoidable impacts pertaining to hydrology and water quality with compliance with existing Federal, State, and local laws and regulations.

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5.6 HAZARDS AND HAZARDOUS MATERIALS

This section describes the potential for the proposed project to expose the public to hazards, hazardous materials, or risk of upset that may be related to existing conditions or new hazards created as a result of the project. Mitigation measures are recommended, as necessary, to minimize impacts as a result of project implementation. This section is primarily based upon available online databases maintained by the State Water Resources Control Board (SWRCB) (GeoTracker) and the Department of Toxic Substances Control (DTSC) (EnviroStor), as well as the following technical studies; refer to Appendix 11.5, *Hazardous Materials Documentation*:

- *Phase I Environmental Site Assessment, Norwalk Transit Village Project, Norwalk, California* (Phase I ESA), prepared by Rincon Consultants, Inc. (Rincon), dated April 30, 2021; and
- *Phase II Environmental Site Assessment, California Youth Authority, Norwalk, California* (Phase II ESA), prepared by Rincon, dated August 11, 2021.

For the purpose of this analysis, the term “hazardous material” refers to both hazardous substances and hazardous waste. A material is defined as “hazardous” if it appears on a list of hazardous materials prepared by a Federal, tribal, State, or local regulatory agency, or if it possesses characteristics defined as “hazardous” by such an agency. A “hazardous waste” is a solid waste that exhibits toxic or hazardous characteristics (i.e., ignitability, corrosivity, reactivity, and/or toxicity).

5.6.1 EXISTING SETTING

EXISTING AND FORMER ON-SITE USES

Historically, the project site has been used for agricultural purposes from the late 1920s to late 1940s. By 1954, the project site was developed as a juvenile correctional facility for the California Division of Juvenile Justice (formerly known as the California Youth Authority [CYA]). The facility closed in 2011 and largely remains unoccupied. One building in the western portion of the facility is being temporarily leased to the California Department of State Hospitals as a temporary hospital facility.

The following describes specific development/operations at the project site that involved the handling/storage/use/transport of hazardous materials.

Past Agricultural Activities

Agricultural land use, with the exception of dry farming, is typically associated with the use of pesticides and arsenic. As such, sites previously used for agricultural purposes have the potential to contain pesticide residues of certain persistence as well as arsenic in soil at concentrations that are considered to be hazardous. Commonly used pesticides prior to 1973 include dichlorodiphenyldichloroethane (DDD), dichlorodiphenyltrichloroethane (DDT), and dichlorodiphenyldichloroethylene (DDE), all of which are of certain persistence in soil.

According to the Phase I ESA, the past on-site agricultural operations likely involved dry farming, which is not typically associated with substantial quantities of hazardous materials (such as pesticides/herbicides). Further, based on the duration that row crops were likely present (less than 15 years) and the length of time since the project site was developed with the existing structures (over 65

years), the Phase I ESA determined that it is unlikely that residual pesticides and arsenic are present in elevated quantities in on-site soils.

Former CYA Facility

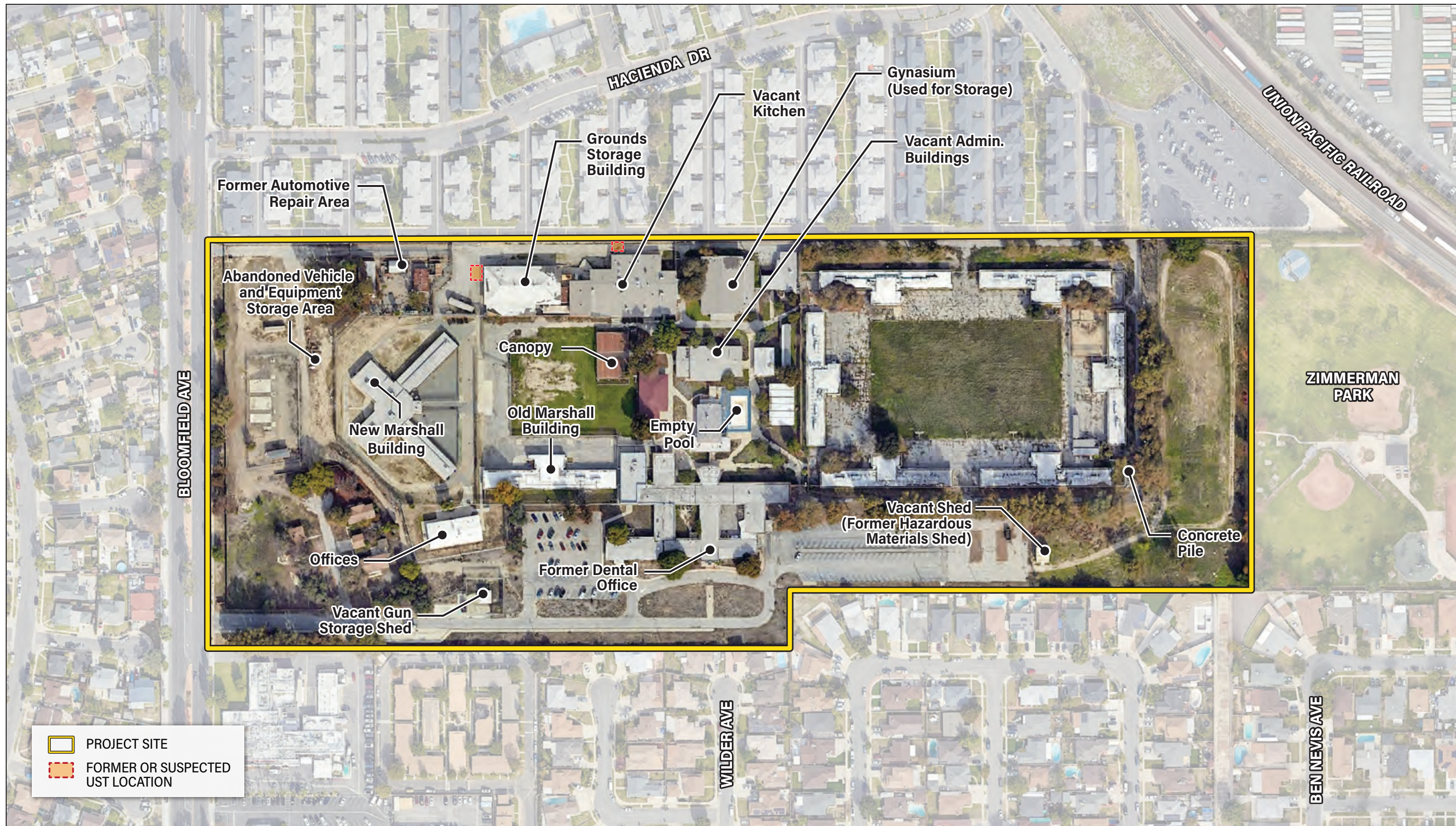
According to the Phase I ESA, the former CYA facility stored, handled, and transported hazardous materials. Particular areas of concern identified by the Phase I ESA included: the grounds storage building, former automotive repair area, and an abandoned vehicle and equipment storage area. Refer to [Exhibit 5.6-1, Former CYA Facility Areas](#). In addition, a hazardous materials storage shed was present in a former unpaved parking lot near the southeastern portion of the project site.

Grounds Storage Building Area. According to the Phase I ESA, pesticides, paint containers, batteries, and containers of automotive fluids were stored in the grounds storage building. Other activities included a spray booth and welding area. A diesel aboveground storage tank (AST) marked “empty/inert – November 2013” and the empty drum were observed north of the grounds storage building. Further, one drum with solidified contents was observed outside the vacant kitchen area, and one drum marked “Food Grade Gear Oil” was observed inside the vacant kitchen area. During the site reconnaissance, no indications of releases from the ASTs or drums to soils were observed. Notwithstanding, due to the use of these areas over a prolonged period of time (1953 to 2013), it is likely that a release of hazardous substances/materials and/or petroleum products has occurred into the surface soils.

Former Automotive Repair Area. The former automotive repair area is located in the northwestern corner of the former CYA facility; refer to [Exhibit 5.6-1](#). This area includes several structures and outdoor areas, including a building (the westernmost building) with a vehicle maintenance area and a chemical storage area. Automotive repair activities also involve the handling and storage of hazardous materials/substances or petroleum products and the generation of hazardous waste. Again, as this area was actively used for several decades, it is likely that a release of hazardous substances/materials and/or petroleum products has occurred into the surface soils.

Abandoned Vehicle and Equipment Storage Area. The abandoned vehicle and equipment storage area is located in the northwestern portion of the facility, south of the former automotive repair area; refer to [Exhibit 5.6-1](#). Rincon observed areas of stained soil. Thus, a release of hazardous materials/petroleum products to the soils has likely occurred.

Underground Storage Tanks. The former CYA facility operated two petroleum underground storage tanks (USTs) on-site, one 1,000-gallon diesel UST and one 2,000-gallon gasoline UST, from at least 1954 to 1988. By 1996, at least one, but possibly both, USTs were removed. At the time of removal, a release of diesel was reported from the 1,000-gallon UST(s). Remediation via over excavation and off-site disposal occurred in 1996 and the case was closed by the Los Angeles Regional Water Quality Control Board (Los Angeles RWQCB) in 1997. Based on the Phase II ESA, evidence of remaining USTs and/or disturbed former UST pits were documented near the grounds storage building and/or the vacant kitchen building on the project site; refer to [Exhibit 5.6-1](#).



Polychlorinated Biphenyls (PCBs). According to the EPA, polychlorinated biphenyls (PCBs) were domestically manufactured from 1929 until fabrication was banned in 1979 by the Toxic Substances Control Act (TSCA), with some products and processes excluded from the ban by regulation. PCBs were used extensively as coolants in hydraulic systems and as dielectric fluids in electrical equipment as well as many other applications. However, PCBs may still be present in products and materials produced before 1979 (including oil used in motors and hydraulic systems) or in excluded manufacturing processes, as defined in 40 CFR 761.3, and can still be released into the environment, where they do not readily break down. PCBs have been identified as probable human carcinogens and cause a variety of noncancer health effects as well.

According to the Phase I ESA, the project site was reported to temporarily store PCB-waste generated during removal of electrical equipment containing PCBs in 1985 to 1990. Additionally, there are nine electrical switches throughout the project site, containing a total of approximately 800 gallons of PCB oils. One switch was observed during the site reconnaissance conducted as part of the Phase I ESA; melted tar was noted on the bottom of the switch, in addition to dark-stained asphalt in the vicinity of the switch. Four pole-mounted electrical transformers containing PCBs are also reported in a field on the eastern portion of the project site. The transformers appeared to be older and possibly rusted, but no indication of release on the ground beneath the transformers was observed.

POTENTIAL SOIL AND SOIL GAS CONTAMINATION FROM FORMER ON-SITE ACTIVITIES

Based on the findings of the Phase I ESA, Rincon conducted subsurface investigation (Phase II ESA) throughout the project site. Soil and soil vapor samples were conducted at various depths at throughout the site. According to the Phase II ESA, soil analytical results were compared to their respective San Francisco Bay Regional Water Quality Control Board (SFB RWQCB) residential, commercial/industrial, and construction worker exposure Environmental Screening Levels (ESLs), revised July 2019, as well as U.S. Environmental Protection Agency (EPA) Regional Screening Levels (RSLs) for residential and industrial soils, revised May 2021.¹

Grounds Storage Building Area. According to the Phase II ESA, results from soil samples collected from the southwestern corner of the grounds storage building (suspected pesticide storage areas) at one-foot below ground surface (bgs) indicated elevated concentrations of arsenic at 34 mg/kg, exceeding ESLs, RSLs, and the background concentration range for arsenic in California soil.

Additionally, concentrations of thallium at five feet bgs exceed the residential ESL, residential RSL, and meet or exceed the background concentration range for thallium in California soil. However, because these elevated results occurred at a depth of five feet bgs and not on surface, and soil testing results were of estimated values, the Phase II ESA concluded that these impacts are not likely a result of an anthropogenic source and do not currently pose a human health exposure risk. As such, the Phase II ESA determined that no further assessment is warranted for thallium.

¹ ESLs have not been established for the Los Angeles Regional Water Quality Control Board; as such, ESLs from the SFB RWQCB were used for comparison.

Former Automotive Repair Area. According to the Phase II ESA, results from soil samples collected at the vehicle maintenance portion in the westernmost building at five feet bgs indicated elevated concentrations of arsenic, cadmium, chromium, and lead. Results from soil samples collected at the chemical storage portion of the westernmost building, also at five feet bgs, indicated elevated concentrations of chlordane and a slightly elevated concentration of arsenic.

Concentrations of arsenic exceed ESLs, RSLs, and the background concentration range for arsenic in California soil. Concentration of cadmium exceeds the California hazardous waste characterization trigger level and the background concentration range for cadmium in California soil. Concentration of total chromium exceeds the California hazardous waste characterization trigger level; however, is within the background concentration range for total chromium in California soil. ESLs and RSLs have not been established for total chromium. Concentrations of lead (87 mg/kg) are within the background concentration range for lead in California soil; however, these concentrations exceed the California hazardous waste characterization trigger level as well as the residential ESL. Chlordane was detected at a concentration that exceeds the residential ESL, commercial/industrial ESL, residential RSL, industrial RSL, California and federal hazardous waste characterization trigger levels, and the TTLC threshold for California hazardous waste. As such, according to the Phase II ESA, soils at five feet bgs are characterized as California hazardous waste.

According to the Phase II ESA, soil sampling also indicated elevated concentrations of thallium at five feet bgs, exceeding the residential ESL, residential RSL, and meeting or exceeding the background concentration range for thallium in California soil. However, because these results of elevated thallium concentrations occurred at a depth of five feet bgs and not on surface, and soil testing results were of estimated values, the Phase II ESA concluded that impacts from elevated thallium concentrations are not likely a result of an anthropogenic source and do not currently pose a human health exposure risk. As such, the Phase II ESA determined that no further assessment is warranted for thallium.

ASTs and Drums. According to the Phase II ESA, soil and soil gas samples were collected near existing ASTs and a petroleum products storage cabinet to evaluate potential impacts to soil and soil gas from existing ASTs. Results of soil gas sampling indicated non-detect for all constituents. Results of soil sampling also indicated non-detect for all constituents with the exception of thallium. However, as discussed above, the presence of thallium is not likely a result of an anthropogenic source and do not currently pose a human health exposure risk. As such, the Phase II ESA determined that no further assessment is warranted for thallium.

USTs. Based on the Phase II ESA, previous subsurface investigation records indicated two soil samples were collected from beneath and next to the gasoline UST located in the northwestern portion of the site, near the grounds storage building, as part of a leak detection assessment in 1989. Total petroleum hydrocarbons (TPH) was detected at low concentrations. Subsequently, when this gasoline UST was removed in 1996, soil samples collected from the UST excavation pit reflected petroleum hydrocarbon impacts to soils, including elevated level of TPH in the gasoline range (TPH-g). The contaminated soils were excavated to a depth of 12 feet bgs and disposed. No further excavation was made beyond that depth and appeared to be not feasible due to the location of the excavation near the existing grounds maintenance building, as an excavation would endanger the structural integrity of the building. According to the County of Los Angeles Department of Public Works (LADPW), additional assessment was warranted in this area to determine the lateral and vertical extent of petroleum hydrocarbon contamination, and there were no records indicating whether additional

assessment was conducted prior to case closure by Los Angeles RWQCB in 1997. Further, according to the Phase II ESA, previous investigations indicate that a diesel UST was removed from the northwestern portion of the site, near the grounds storage building, in 1989. Results of soil sampling collected from each end of the diesel UST excavation pit indicated total recoverable petroleum hydrocarbons at elevated concentrations, which indicates that the diesel UST likely released petroleum hydrocarbons to adjacent soils.

To supplement known records regarding the former USTs, Rincon conducted soil samples as part of the Phase II ESA from areas of suspect UST locations (refer to [Exhibit 5.6-1](#)) at the depths of 25 feet bgs, and soil gas samples were collected at depths of 15 feet bgs. Concentrations of TPH-g was detected at five feet bgs between 42,153 and 42,140 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$), exceeding the residential ESL (20,000 $\mu\text{g}/\text{m}^3$). TPH-g was not detected above laboratory reporting limits in any other soil vapor samples collected at the project site. The Phase II ESA concluded that soil gas results indicate the presence of a gasoline source in soil. The Phase II ESA also indicated that there is potential for contamination to soil and/or soil gas in this area as a result of historical releases. It should be noted that during drilling in one of the suspected former UST locations, the boring was not able to advance below about eight feet bgs. Therefore, the boring location was moved and redrilled adjacent to, but not within, the suspected former UST pit. The Phase II ESA determined that there is the potential that the feature is a left-in-place UST that was not properly abandoned.

PCBs. According to the Phase II ESA, soil samples were collected at depths of five feet bgs in a potential former transformer storage area on the eastern portion of the site. Results of the soil samples indicated no contaminants of concern occur in these soils. Soil samples were also collected at depths of five feet bgs adjacent to the identified PCB-containing switches that are accessible and where environmental releases were evident or likely. Results of the soil samples indicated no contaminants of concern occur in these soils.

BUILDING MATERIALS

Structures constructed between the 1940s and the 1970s may be associated with hazardous building materials (e.g., asbestos-containing material [ACM], lead-based paint [LBP], and/or polychlorinated biphenyls [PCBs]).

Asbestos-Containing Materials. Asbestos is a strong, incombustible, and corrosion resistant material, which was used in many commercial products since prior to the 1940s and up until the early 1970s. If inhaled, asbestos fibers can result in serious health problems. The California Division of Occupational Safety and Health (Cal/OSHA) asbestos construction standard (Title 8, California Code of Regulations (CCR), Section 1259) defines asbestos-containing material (ACM) as material containing more than one percent asbestos. Asbestos-containing-construction-material (ACCM) is defined as any manufactured construction material which contains more than one tenth of one percent asbestos by weight (a lower threshold than the one percent for ACM). Suspect materials that may contain ACCMs include, but may not be limited to, drywall systems, floor tiles, ceiling tiles, and roofing systems.

According to the Phase I ESA, based on the age of the onsite structures (constructed as early as 1953), ACM may be present in the structures on the project site.

Lead-Based Paints. Lead has long been used as a component of paint, primarily as a pigment and for its ability to inhibit and resist corrosion. Over time, as concern over the health effects associated with

lead began to grow, health and environmental regulations were enacted to restrict the use of lead in certain products and activities in the U.S. In the last twenty-five years, lead-based paint (LBPs), leaded gasoline, leaded can solder and lead-containing plumbing materials were among the products that were gradually restricted or phased out of use.

According to the Phase I ESA, based on the age of the onsite structures (constructed as early as 1953), LBPs may be present in the structures on the project site. Rincon collected ten surface soil samples from some on-site structures that appeared to be in poor condition and evidence of peeling/flaking was noted. Soil screening was performed using an X-ray fluorescence spectrometer (XRF) on the samples for the purpose of determining lead-based paint impacts. Of the ten surface soil samples collected and screened with the XRF, five exceeded the screening level of 50 mg/kg (the threshold for California-hazardous waste characterization). According to the Phase II ESA, the detected concentrations of lead in surface soil samples at 90 mg/kg are within the background concentration range for lead in California soil. However, these concentrations exceed the California hazardous waste characterization trigger level as well as slightly exceeded the ESL of 80 mg/kg for lead in residential soil. As such, the Phase II ESA concluded that there is the potential that LBP has impacted other areas of the site adjacent to structures that were not assessed during Rincon's assessments.

GROUNDWATER AND SOIL GAS CONCERNS FROM OFF-SITE PROPERTIES

Surrounding off-site properties within the project area also handle/store/transport hazardous materials that could have affected groundwater and associated soil gas at the project site.

City of Norwalk Maintenance Yard. According to the Phase I ESA, the City of Norwalk Maintenance Yard, located approximately 780 feet north of the project site at 12735-12737 Civic Center Drive, has been reported to store petroleum via USTs and reported a release of gasoline to groundwater from a leaking UST (or LUST) in 1990. Although the case was closed in 1996, the Phase I ESA determined that the recorded release has the potential to have adversely impacted the project site based on the lack of information available for the release of gasoline to groundwater. The site is hydrologically up-gradient from the project site (based on groundwater flow direction to the southwest).

Kalico No. 2 Landfill. According to the Phase I ESA, a recorded unpermitted hazardous waste landfill (Kalico No. 2, Neville Chemical) is located approximately 300 feet northeast of the project site at 12924 East Imperial Highway. Records indicate that an unpermitted hazardous waste landfill operated on this site from 1956 to 1964, was closed, and is currently commercial/industrial land use. The case associated with the site was closed by the Los Angeles RWQCB in 2016. Case documents available on GeoTracker (RWQCB's online database) indicate that the landfill was a "cut and cover" facility. According to the case documents, there are no records that landfill liners, covers, gas control, or other engineered features were in place at the facility (no state laws were reportedly in place requiring these features during the time that the landfill was in operation), and when the landfill was closed, it was covered with a two-foot soil cap. A 2000 summary letter of "recent Phase II investigation results" indicates that petroleum hydrocarbons, metals, pesticides, and PCBs were detected in soil, lead and volatile organic compounds (VOCs) were detected in the Artesia groundwater zone underlying the shallower water-bearing zone in the region between 82 and 101 feet bgs and flowing toward the northeast. In addition, VOCs and methane were detected in soil vapor at the landfill site during a 1999 investigation. Based on the lack of information currently available and proximity to the project site,

the Phase I ESA determined that the Kalico landfill also has the potential to have adversely impacted groundwater underneath the project site.

On-site Groundwater Sampling Findings. According to the Phase II ESA, two soil vapor borings were drilled to the depth of 15 feet bgs in the northern and northwestern portions of the site, located downgradient of the nearby City of Norwalk Maintenance Yard. Results of soil vapor testing indicated TPH-g and VOCs at levels below the method detection limits or not detected above ESLs, RSLs, and/or background concentrations. Further, two soil vapor borings were drilled to the depth of 15 feet bgs in the northeastern portions of the site, located downgradient of the nearby former landfill. Results of soil vapor testing indicated that TPH-g and VOCs are present at levels below the method detection limits or not detected above ESLs, RSLs, and/or background concentrations. Methane was not detected. Thus, the Phase II ESA concluded that soil gas on-site, as a result of off-site releases, is not present above ESLs, RSLs, and/or background concentrations.

CORTESE DATABASE

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

According to CalEPA, the site is listed pursuant to Government Code Section 65962.5, as a result of past activities at the former CYA facility.²

SCHOOL SITES

The project site is served by the Norwalk La Mirada Unified School District (NLMSD) for elementary, middle, and high schools. Three existing schools are located within a 0.25-mile radius of the project site:

- Thomas B Moffitt Elementary School, located at 13323 Goller Avenue, is approximately 0.12-mile (618 feet) southwest of the site;
- Southeast Academy High School, located at 12940 East Foster Road, is approximately 0.13-mile (682 feet) southeast of the site; and
- John Glenn High School, located at 13520 Shoemaker Avenue, is approximately 0.21-mile (1,090 feet) southeast of the site.

² California Environmental Protection Agency, *Cortese Listing*, <https://calepa.ca.gov/sitecleanup/corteselist/>, accessed March 3, 2023.

EMERGENCY RESPONSE

The City of Norwalk developed a new *Local Hazard Mitigation Plan* (LHMP) in 2021. An active LHMP is a requirement to maintain FEMA (Federal Emergency Management Agency) funding eligibility to support both pre-disaster and post-disaster mitigation activities. Through this process, the City documented the natural and man-made hazards faced by the City and residents as well as identified risk reduction strategies to reduce the impact of future disasters. Moving forward, the LHMP will guide the City and its partners to implement these strategies throughout Norwalk. Local Hazard Mitigation Plans require an update every five years. This current LHMP will remain active until 2026.

5.6.2 REGULATORY SETTING

FEDERAL LEVEL

According to the U.S. Environmental Protection Agency (EPA), a “hazardous” waste is defined as one “which because of its quantity, concentrations, or physiochemical or infectious properties, may either increase mortality or produce irreversible or incapacitating illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed” (U.S. Public Health and Welfare Code Section 6903). Special handling and management are required for materials and wastes that exhibit hazardous properties. Treatment, storage, transport, and disposal of these materials are highly regulated at both the Federal and State levels. The Federal and State laws provide the “cradle to grave” regulation of hazardous wastes. Businesses, institutions, and other entities that generate hazardous waste are required to identify and track their hazardous waste from the point of generation until it is recycled, reused, or disposed of. Compliance with Federal and State hazardous materials laws and regulations minimizes the potential risks to the public presented by these potential hazards.

Resource Conservation and Recovery Act (RCRA)

The Resource Conservation and Recovery Act (RCRA) is the principal federal law that regulates generation, management, and transportation of hazardous waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. The primary responsibility for implementing RCRA is assigned to the EPA’s DTSC, although individual states are encouraged to seek authorization to implement some or all RCRA provisions.

Comprehensive Environmental Response, Compensation and Liability Act (CERCLA)

The Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) is a law developed to protect the water, air, and soil resources from the risks created by past chemical disposal practices. This law is also referred to as the Superfund Act and regulates sites on the National Priority List, which are called Superfund sites.

Hazardous Materials Transportation Act (HMTA)

The Hazardous Materials Transportation Act of 1975 (HMTA) empowered the Secretary of Transportation to designate as hazardous material any “particular quantity or form” of a material that “may pose an unreasonable risk to health and safety or property.” In 1990, Congress enacted the

Hazardous Materials Transportation Uniform Safety Act (HMTUSA) to clarify the maze of conflicting Federal, State, and local regulations. Like the HMTA, the HMTUSA requires the Secretary of Transportation to promulgate regulations for the safe transport of hazardous material in intrastate, interstate, and foreign commerce. The HMTUSA statute includes provisions to encourage uniformity among different state and local highway routing regulations, to develop criteria for the issuance of Federal permits to motor carriers of hazardous materials, and to regulate the transport of radioactive materials.

Emergency Planning and Community Right-To-Know Act (EPCRA)

In 1986, Congress passed the Superfund Amendments and Reauthorization Act. Title III of this regulation may be cited as the “Emergency Planning and community Right-to-Know Act of 1986” (EPCRA). The EPCRA required the establishment of state commissions, planning districts, and local committees to facilitate the preparation and implementation of emergency plans. Under the requirements, local emergency planning committees are responsible for developing a plan for preparing for and responding to a chemical emergency, including:

- An identification of local facilities and transportation routes where hazardous materials are present.
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan).
- A plan for notifying the community that an incident has occurred.
- The names of response coordinators at local facilities.
- A plan for conducting drills to test the plan.

The emergency plan is reviewed by the State Emergency Response Commission and publicized throughout the community. The local emergency planning committee is required to review, test, and update the plan each year. The goal of the plan is to improve public- and private-sector readiness and to mitigate local impacts resulting from natural or man-made emergencies.

Another purpose of the EPCRA is to inform communities and citizens of chemical hazards in their areas. Sections 311 and 312 of EPCRA require businesses to report to State and local agencies the location and quantities of chemicals stored on-site. Under section 313 of EPCRA, manufacturers are required to report chemical releases for more than 600 designated chemicals. In addition to chemical releases, regulated facilities are also required to report off-site transfers of waste for treatment or disposal at separate facilities, pollution prevention measures, and chemical recycling activities. The EPA maintains the Toxic Release Inventory database that documents the information that regulated facilities are required to report annually.

National Emission Standards for Hazardous Air Pollutants

The National Emission Standards for Hazardous Air Pollutants (NESHAP) are stationary source standards for hazardous air pollutants established by the EPA. Hazardous air pollutants (HAPs) are those pollutants that are known or suspected to cause cancer or other serious health effects, such as reproductive effects or birth defects, or adverse environmental effects. Sources subject to NESHAPs

are required to perform an initial performance test to demonstrate compliance. To demonstrate continuous compliance, sources are generally required to monitor control device operating parameters which are established during the initial performance test. Sources may also be required to install and operate continuous emission monitors to demonstrate compliance.

STATE LEVEL

The EPA and the DTSC have developed and continue to update lists of hazardous wastes subject to regulation. In addition to the EPA and DTSC, the Los Angeles Regional Water Quality Control Board (RWQCB), is the enforcing agency for the protection and restoration of water resources, including remediation of unauthorized releases of hazardous substances in soil and groundwater. Other State agencies involved in hazardous materials management include the Office of Emergency Services, California Department of Transportation (Caltrans), California Highway Patrol, Air Resources Board (ARB), and the California Integrated Waste Management Board (CalRecycle).

Hazardous Materials Release Notification

Many state statutes require emergency notification of a hazardous chemical release:

- California Health and Safety Codes Sections 25270.8, and 25507;
- Vehicle Code Section 23112.5;
- Public Utilities Code Section 7673, (PUC General Orders #22-B, 161);
- Government Code Sections 51018, 8670.25.5 (a);
- Water Codes Sections 13271, 13272; and
- California Labor Code Section 6409.1 (b)10.

Requirements for immediate notification of all significant spills or threatened releases cover owners, operators, persons in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. In addition, all releases that result in injuries or harmful exposure to workers must be immediately reported to the California Occupational Safety and Health Administration pursuant to the California Labor Code Section 6409.1(b).

Hazardous Materials Disclosure Programs

The Unified Program administered by the State of California consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities for environmental and emergency management programs, which include: Hazardous Materials Release Response Plans and Inventories (business plans), the California Accidental Release Prevention (CalARP) Program, the UST Program, and the Aboveground Petroleum Storage Tank (APST) Program. The Unified Program is implemented at the local government level by Certified Unified Program Agencies (CUPA).

California Accidental Release Prevention (CalARP) Program

The California Accidental Release Prevention (CalARP) program was implemented on January 1, 1997, in response to Senate Bill 1889 and replaced the California Risk Management and Prevention Program (RMPP). CalARP aims to be proactive and therefore requires businesses to prepare risk management plans, which are detailed engineering analyses of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. This requirement is coupled with the requirements for preparation of hazardous materials business plans under the Unified Program, implemented by the CUPA.

Transportation of Hazardous Materials/Wastes

Transportation of hazardous materials/wastes is regulated by CCR Title 26. The U.S. Department of Transportation (DOT) is the primary regulatory authority for the interstate transport of hazardous materials. The DOT establishes regulations for safe handling procedures (i.e., packaging, marking, labeling, and routing) and enforces federal and State regulations and respond to hazardous materials transportation emergencies along with the California Highway Patrol. Emergency responses are coordinated as necessary between federal, State, and local governmental authorities and private persons through a State-mandated Emergency Management Plan.

Worker and Workplace Hazardous Materials Safety

Occupational safety standards exist to minimize worker safety risks from both physical and chemical hazards in the workplace. Cal/OSHA is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA requires many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle.

Department of Toxic Substances Control (DTSC)

The responsibility for implementation of RCRA was given to DTSC in August 1992. The DTSC is also responsible for implementing and enforcing California's own hazardous waste laws, which are known collectively as the Hazardous Waste Control Law. Although similar to RCRA, the California Hazardous Waste Control Law and its associated regulations define hazardous waste more broadly and regulate a larger number of chemicals. Hazardous wastes regulated by California but not by EPA are called "non-RCRA hazardous wastes."

REGIONAL LEVEL

Los Angeles Regional Water Quality Control Board (Los Angeles RWQCB)

The Los Angeles RWQCB is the enforcing agency for the protection and restoration of water resources, including remediation of unauthorized releases of hazardous substances in soil and groundwater. The Site Cleanup Program (SCP) regulates and oversees the investigation and cleanup of 'non-federally owned' sites where recent or historical unauthorized releases of pollutants to the environment, including soil, groundwater, surface water, and sediment, have occurred. Sites in the program are varied and include, but are not limited to, pesticide and fertilizer facilities, rail yards, ports,

equipment supply facilities, metals facilities, industrial manufacturing and maintenance sites, dry cleaners, bulk transfer facilities, refineries, and some brownfields. These releases are generally not from strictly petroleum USTs. The types of pollutants encountered at the sites are plentiful and diverse and include solvents, pesticides, heavy metals, and fuel constituents to name a few.

South Coast Air Quality Management District (SCAQMD)

The South Coast Air Quality Management District (SCAQMD) works with the California Air Resources Board and is responsible for developing and implementing rules and regulations regarding air toxics on a local level. The SCAQMD establishes permitting requirements, inspects emission sources, and enforces measures through educational programs and/or fines. SCAQMD Rule 1403 governs the demolition of buildings containing asbestos materials. Rule 1403 specifies work practices with the goal of minimizing asbestos emissions during building demolition and renovation activities, including the removal and associated disturbance of ACM. The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and cleanup procedures, and storage and disposal requirements for asbestos-containing waste materials. Rule 1166 governs the emission of volatile organic compounds (VOCs) from excavating, grading, handling, and treating VOC-contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition. The requirements for excavating an UST, transfer pipe, or VOC-contaminated soils include operating pursuant to an approved mitigation plan, notification, VOC monitoring, and procedure for handling and transporting contaminated soils. Rule 1401 governs any new, modified, or relocation of permit units (article, machine, equipment, or facility) that emit toxic air contaminants. The rule establishes allowable risks (maximum individual cancer risk, cancer burden, and noncancer acute and chronic hazard index) from operating permit units. Regulation 13 (Rules 1300 – 1325) establishes pre-construction review requirements for the installation or modification of a source facility (i.e., power plant, engine, equipment) of nonattainment air contaminant, ozone-depleting compounds (ODCs), or ammonia.

Los Angeles County Fire Department Health Hazardous Materials Division (LACFD)

The Los Angeles County Fire Department Health Hazardous Materials Division (LACFD) is designated as the Certified Unified Program Agency (CUPA) for the City of Norwalk. The CUPA is the local administrative agency that coordinates the regulation of hazardous materials and hazardous wastes in Los Angeles County through the following six programs:

- Hazardous Waste Generator Program;
- Hazardous Materials Release Response Plans and Inventory Program;
- California Accidental Release Prevention Program (Cal-ARP); and
- Aboveground Storage Tank Program and the Underground Storage Tank Program.

LOCAL LEVEL

The City of Norwalk General Plan

The Circulation, Conservation, and Utility Infrastructure Elements of the General Plan address issues pertaining to hazards and hazardous materials. The following objectives and policies apply to the proposed project:

CIRCULATION ELEMENT

POLICIES:

- Policy 1.13: Provide for the safe and expeditious transport of hazardous materials.

CONSERVATION ELEMENT

GOALS:

- To protect natural resources from contamination.
- To provide adequate mitigation to ensure that development or any land use activity will not be harmful to the environment.

OBJECTIVES:

- To encourage efforts to reduce pollution.

POLICIES:

- Cooperate with Federal, State and regional agencies in efforts to reduce pollution.
- Implement provisions of the State of California Environmental Quality Act.

UTILITY INFRASTRUCTURE ELEMENT

SOLID WASTE MANAGEMENT

OBJECTIVES:

- To protect the citizens and environment of Norwalk by controlling and limiting toxic waste generation in the City.

POLICIES:

- Actively promote safe disposal of hazardous wastes.

Norwalk Municipal Code

The Norwalk Municipal Code consists of all the regulatory and penal ordinances and certain of the administrative ordinances of the City. The following sections of the Municipal Code address hazards and hazardous materials:

CHAPTER 8.16, CAPPING OF ABANDONED WELLS

Chapter 8.16 requires operators or owners of any abandoned water or oil well to either cap, cover, or fill such well, and granted the City the ability to do so if the operators or owners fail to act accordingly.

CHAPTER 8.48, SOLID WASTE HANDLING AND RECYCLING SERVICES

Chapter 8.48 consists of the City’s Solid Waste Handling and Recycling Services Ordinance, which was established to meet the requirements of the California Integrated Waste Management Act of 1989.

CHAPTER 17.02, ARTICLE II, CONSISTENCY WITH HAZARDOUS WASTE MANAGEMENT PLAN

Chapter 17.02, Article II requires all zone changes, conditional use permits, variances, and other land use decisions made by the City to be consistent with the portions of the County of Los Angeles Hazardous Waste Management Plan (County’s HWMP), approved on November 30, 1989, relating to siting and siting criteria for hazardous waste facilities. It also states that this article should not limit the ability for the City to attach appropriate conditions to the issuance of any such approval in order to protect the public health, safety or welfare or to establish more stringent planning requirements or siting criteria than those specified in the County’s HWMP.

CHAPTER 16.02, ARTICLE II. TENTATIVE MAPS, FILING AND REVIEW PROCEDURES

Similar to Chapter 17.02, Article II, Chapter 16.02, Article II requires all tentative tract map and other subdivision approvals made by the City to be consistent with the portions of the County’s HWMP. It also states that this article should not limit the ability for the City to attach appropriate conditions to the issuance of any such approval in order to protect the public health, safety or welfare or to establish more stringent planning requirements or siting criteria than those specified in the County’s HWMP.

5.6.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in [Appendix 11.1](#), of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials ([Section 8.0](#), *Effects Found Not To Be Significant*);
- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment (refer to Impact Statement HAZ-1);
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (refer to Impact Statement HAZ-2);

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment (refer to Impact Statement HAZ-1);
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area (refer to Section 8.0, *Effects Found Not To Be Significant*);
- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (refer to Section 8.0, *Effects Found Not To Be Significant*); and
- g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires (refer to Section 8.0, *Effects Found Not To Be Significant*).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a “less than significant impact” or “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.6.4 IMPACTS AND MITIGATION MEASURES

ACCIDENTAL RELEASE OF HAZARDOUS MATERIALS

HAZ-1 PROJECT IMPLEMENTATION COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT.

Impact Analysis: One of the means through which human exposure to hazardous substance could occur is through accidental release. Incidents that result in an accidental release of hazardous substances into the environment can cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. Human exposure to contaminated soil or water can have potential health effects based on a variety of factors, such as the nature of the contaminant and the degree of exposure.

As discussed in Section 5.6.1, *Existing Setting*, the Phase II ESA soil sampling results indicated elevated concentrations of cadmium, chromium, and lead, concentrations of arsenic ranging from slightly elevated to elevated, and concentrations of chlordane. Soil samples indicated concentrations of thallium at five feet bgs exceed the residential ESL, residential RSL, and meet or exceed the background concentration range for thallium in California soil. However, because these elevated results occurred at a depth of five feet bgs and not on surface, and soil testing results were of estimated values, the Phase II ESA concluded that these impacts are not likely a result of an anthropogenic source and do not currently pose a human health exposure risk.

Rincon conducted soil samples as part of the Phase II ESA from areas of suspect UST locations. Elevated concentrations of TPH-g was detected at five feet bgs between 42,153 and 42,140

micrograms per cubic meter ($\mu\text{g}/\text{m}^3$), exceeding the residential ESL ($20,000 \mu\text{g}/\text{m}^3$) near areas of suspect UST locations. The Phase II ESA concluded that soil gas results indicate the presence of a gasoline source in soil. The Phase II ESA also indicated that there is potential for contamination to soil and/or soil gas in this area as a result of historical releases. The Phase II ESA determined that there is the potential that an UST was left-in-place and not properly abandoned.

CONSTRUCTION

Construction activities could expose construction workers to accidental conditions as a result of existing potential soil/soil gas contamination at the project site.

Disturbance of Existing Contaminated Soils

Due to the existing elevated concentrations of hazardous materials in on-site soils, the project would be required to contact the DTSC to provide regulatory oversight of remedial activities and submit a Request for Agency Oversight Application (application) and All Appropriate Inquiries (AAI) report that provides sufficient information for DTSC, pursuant to Health and Safety Code Section 25395.92(c), to prepare a California Land Reuse and Revitalization Act Agreement (CLRRA Agreement).

As part of the CLRRA Agreement, DTSC would require the preparation of a Remedial Action Plan (RAP) and a Soil Management Plan (SMP). The RAP would describe in detail the approach and procedures that would be implemented to remediate soil and soil vapor impacts identified at the project site. The SMP would provide the excavation and construction contractors with guidance for the characterization, proper handling, and management of impacted or suspect impacted soil that may be encountered during remedial excavations, grading, site-wide excavation, or any other soil disturbance activities.

Upon DTSC's review and approval of the RAP, remediation action would occur, followed by site closure. Remedial actions approach for the site is expected to include excavation of the areas of impacted soil with a backhoe or similar heavy equipment, removal and disposal of the elevated soils off-site at an appropriately licensed facility, and collection of confirmation soil samples to ensure that the areas of impacted soil have been removed. Remedial excavations would be performed in accordance with the SMP.

Once confirmation sample data indicate that impacted soil has been removed from the site, DTSC would require a report to be prepared that includes a summary of the remedial excavation methodology, volumes and locations of impacted soil removed from the site, a detailed map depicting excavation locations, tabulated analytical results, and copies of waste manifests, and weight tickets. This report would be submitted to DTSC for review to obtain a No Further Action Letter for the site.

Overall, compliance with existing regulations, including compliance with a CLRRA Agreement, would reduce potential impacts from accidental conditions during site disturbance activities to less than significant levels.

Demolition of On-Site Buildings

Demolition of the structures on-site could expose construction personnel and the public to hazardous building materials including ACMs, LBPs, and/or PCBs. Federal and State regulations govern the

renovation and demolition of structures where ACMs, LBPs and PCBs are present. All demolition that could result in the release of ACMs, LBPs and/or PCBs would be conducted according to Federal and State regulations which govern the renovation and demolition of structures where these hazardous building materials are present. Specifically, the NESHAP establishes that building owners conduct an asbestos survey to determine the presence of ACMs prior to the commencement of any remedial work, including demolition. Prior to demolition of the existing structures on-site, a licensed Hazardous Building Materials (HBM) contractor would be retained to conduct a demolition grade HBM survey of the buildings on-site that are over 45 years old. The HBM survey would include assessment for ACMs, LBPs and PCBs in building materials. Following completion of the HBM survey, the HBM contractor would prepare report which would provide conclusions and recommendations regarding the results of the survey, as well as recommendations for the building contractor regarding handling and disposing of HBM material in accordance with local, State, and Federal regulations. Upon completion of the HBM survey and reporting to be reviewed by the City's Building officials, impacts would be less than significant in this regard.

OPERATION

With compliance with the RAP and SMP prior to and during construction, in accordance with a CLRRRA Agreement, the project site would be remediated, under the regulatory oversight of the DTSC, for the purpose of constructing future residential, park land, and commercial uses on-site. With compliance with existing Federal, State, and local laws and regulations, the proposed project would not result in long-term exacerbation of existing hazards. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

SCHOOL SITES

HAZ-2 PROJECT IMPLEMENTATION COULD EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING SCHOOL.

Impact Analysis: The project site is served by the Norwalk La Mirada Unified School District (NLMSD) for elementary, middle, and high schools. Three existing schools are located within a 0.25-mile radius of the project site:

- Thomas B Moffitt Elementary School, located at 13323 Goller Avenue, is approximately 0.12-mile (618 feet) southwest of the site;
- Southeast Academy High School, located at 12940 East Foster Road, is approximately 0.13-mile (682 feet) southeast of the site; and
- John Glenn High School, located at 13520 Shoemaker Avenue, is approximately 0.21-mile (1,090 feet) southeast of the site.

Project construction would involve the demolition of existing structures and soil management activities that may require the handling and transporting of hazardous materials on- and off-site in

accordance with the RAP and SMP as discussed above. Specifically, the SMP would provide the excavation and construction contractors with guidance for the characterization, proper handling, and management of impacted or suspect impacted soil that may be encountered during remedial excavations, grading, site-wide excavation, or any other soil disturbance activities. Following implementation of the SMP that would be prepared for the proposed project and approved by the DTSC, the project is not anticipated to result in any negative impacts involving the handling of hazardous materials, substances, or waste within the vicinity of these schools. Impacts in this regard would be less than significant level.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than significant impact.

5.6.5 CUMULATIVE IMPACTS

Section 15355 of the *CEQA Guidelines* requires an analysis of cumulative impacts, which are defined as, “two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts.” As outlined in Table 4-1, *Cumulative Projects List*, and illustrated on Exhibit 4-1, *Cumulative Projects Map*, cumulative projects are located on both developed and undeveloped sites.

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED PROJECTS, COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT.**

Impact Analysis: Cumulative projects could result in creating a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, or through the routine transport, use, or disposal of hazardous materials. However, with implementation of existing laws and regulations established by the DTSC, Los Angeles RWQCB, Caltrans, and Cal/OSHA, among others, these cumulative impacts would be minimized. As discussed in Impact Statement HAZ-1, with preparation and implementation of a RAP, SMP, as well as a HBM survey, implementation of the proposed project would not result in significant impacts involving hazards and hazardous materials. As such, the project would not result in a cumulatively considerable impact in this regard and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required

Level of Significance: Less than significant impact.

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED PROJECTS, COULD EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING SCHOOL.**

Impact Analysis: Cumulative projects that result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing school would be required to go through CEQA clearance to ensure that no significant impacts to sensitive receptors

would result. Further, with compliance with the laws and regulations established by the DTSC, Los Angeles RWQCB, Caltrans, and Cal/OSHA, among others, these cumulative impacts would be minimized. As the proposed project would not result in significant impacts involving hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing school with preparation and implementation of a RAP, SMP, as well as a HBM survey, the project would not significantly contribute to a cumulatively considerable impact in this regard. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required

Level of Significance: Less than significant impact.

5.6.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant impacts related to hazards and hazardous materials have been identified following compliance with the applicable Federal, State, and local regulatory requirements.

5.7 TRANSPORTATION

This section evaluates the potential transportation-related impacts resulting from construction and operation of the proposed project. Mitigation measures are recommended, as indicated, to avoid or reduce project impacts on transportation. This section is primarily based on the *Transportation Impact Analysis, Norwalk Transit Village* (Transportation Impact Analysis) prepared by Michael Baker International, dated March 28, 2023; refer to [Appendix 11.6, *Traffic Impact Analysis*](#).

5.7.1 EXISTING SETTING

EXISTING STREET SYSTEM

The following are descriptions of the principal local network of streets serving the project site.

- **Imperial Highway** is a six-lane divided roadway trending in the east-west direction. Imperial Highway is classified as a six-lane Major Highway within the project area per the *City of Norwalk General Plan* (General Plan). Within the project area, there are no Class II Bikeways (Bike Lane) on either side of the road between Pioneer Boulevard and Carmenita Road. Sidewalks are provided on both sides of the street. The posted speed limit is 40 miles per hour (MPH).
- **Bloomfield Avenue** is a four-lane divided roadway trending in the north-south direction with intermittent turn lanes within the project area. Within the project area, Bloomfield Avenue is classified as a Secondary Highway per the General Plan. Sidewalks are provided on both sides of the street and there are no bicycle facilities south of Imperial Highway. On-street parking is allowed intermittently. The posted speed limit is 40 MPH.
- **Norwalk Boulevard** is a six-lane divided roadway trending in the north-south direction with intermittent turn lanes provided at major intersections. There are no bicycle facilities provided on either side of the roadway. Sidewalks are provided on both sides of the street and on-street parking is allowed intermittently. The posted speed limit is 35 MPH.
- **Pioneer Boulevard** is a four-lane divided roadway trending in the north-south direction with intermittent turn lanes provided at major intersections. Within the project area, Pioneer Boulevard is classified as a Secondary Highway per the General Plan. The roadway has no bicycle facilities. Parking is available on both sides of the street and sidewalks are also provided on both sides of the street with marked crosswalks at signalized intersections. The posted speed limit is 35 MPH.
- **Civic Center Drive** is a four-lane undivided roadway trending in the east-west direction. Civic Center Drive is classified as a Secondary Highway per the General Plan. The roadway has no bicycle facilities. Sidewalks are provided on both sides of the road and parking is also provided on both sides of the road. The posted speed limit is 25 MPH.

EXISTING TRANSIT SERVICE

The project site and the surrounding area are served by bus routes operated by the Los Angeles County Metropolitan Transportation Authority (Metro) and Norwalk Transit System (NTS) along Imperial Highway, Norwalk Boulevard, Bloomfield Avenue, and Civic Center Drive. The NTS offers seven

fixed commuter bus routes within Norwalk and the surrounding communities, including Artesia, Bellflower, Cerritos, La Habra, La Mirada, Santa Fe Springs, Whittier, and unincorporated areas of Los Angeles County. There is an existing bus stop on Bloomfield Avenue, just north of the proposed northern-most driveway. The project site is also located on Route 3: Gateway Plaza, Norwalk & 166th, of the NTS. The NTS can be used to access two other transit stations: the Norwalk Greenline station and the Los Angeles Metro-Norwalk Station. The project site is in proximity to the Norwalk-Santa Fe Springs Metrolink Station, which is approximately 0.2 miles northeast (or a 0.5-mile walk).

EXISTING BICYCLE AND PEDESTRIAN FACILITIES

A Class II Bike Lane is a striped and stenciled lane for one-way bicycle travel on a street or highway. A Class II Bike Lane may include a buffered space between the bike lane and vehicle lane (referred to as a buffered bike lane) and the bike lane may be adjacent to on-street parking. There is an existing Class II Bike Lane that travels along Bloomfield Avenue, north of Imperial Highway. There are no bicycle facilities on either side of Bloomfield Avenue along the project frontage. Existing pedestrian facilities at the project site include sidewalks along both sides of Bloomfield Avenue near the project site, which provide access for pedestrians to the nearby Norwalk-Santa Fe Springs Transit Center.

5.7.2 REGULATORY SETTING

STATE LEVEL

Senate Bill 743

In September 2013, the Governor’s Office of Planning and Research (OPR) signed Senate Bill (SB) 743 into law, establishing a process that fundamentally changes the way transportation impact analysis is conducted under the California Environmental Quality Act (CEQA). SB 743 identifies vehicles miles traveled (VMT) as the most appropriate CEQA transportation metric and eliminates auto delay, or level of service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts. In December 2018, the California Natural Resources Agency certified and adopted updates to the CEQA Guidelines (14 California Code of Regulations Section 15064.3) establishing VMT as the most appropriate measure of transportation impacts. As of July 1, 2020, lead agencies are required to consider VMT as the metric for determining transportation impacts under CEQA. The guidance provided relative to VMT significance criteria is focused primarily on land use projects, such as residential, office, and retail uses. However, as noted in the updated CEQA Guidelines Section 15064.3, agencies are directed to choose metrics that are appropriate for their jurisdiction to evaluate the potential impacts of a project in terms of VMT.

Assembly Bill 1358: The California Complete Streets Act

The California Complete Streets Act (AB 1358) of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 requires circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must “meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the general plan.” Essentially, this bill requires a circulation element to plan for all modes of transportation where appropriate, including walking, biking, car travel, and transit. The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children,

adults, seniors, and the disabled. AB 1358 tasks the OPR to release guidelines for compliance, which are so far undeveloped.

Sustainable Communities and Climate Protection Act

The Sustainable Communities and Climate Protection Act (SB 375) was signed into law on September 30, 2008. SB 375 provides incentives for cities and developers to bring housing and jobs closer together and to improve public transit. The goal of SB 375 is to reduce automobile commuting trips and length of automobile trips, thus helping to meet the statewide targets for reducing greenhouse gas (GHG) emissions set by the California Global Warming Solutions Act of 2006 (Assembly Bill 32). SB 375 requires each metropolitan planning organization to add a broader vision for growth, called a “sustainable communities strategy” (SCS), to its transportation plan. The SCS must lay out a plan to meet the region’s transportation, housing, economic, and environmental needs in a way that enables the area to lower GHGs. The SCS should integrate transportation, land use, and housing policies to plan for achievement of the regional emissions target.

REGIONAL LEVEL

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized Metropolitan Planning Organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under Federal and State law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region’s MPO, SCAG cooperates with the South Coast Air Quality Management District, California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives, as discussed below.

2020-2045 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY – CONNECT SOCIAL

On September 3, 2020, SCAG’s Regional Council adopted the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS). The 2020-2045 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2020-2045 RTP/SCS closely integrates land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. SCAG works closely with local jurisdictions to develop the 2020-2045 RTP/SCS, which incorporates local growth forecasts, projects, and programs, and includes complementary regional policies and initiatives. The 2020-2045 RTP/SCS includes a financial plan that identifies revenues committed, available, or reasonably available to support the SCAG region’s surface transportation investments. The 2020-2045 RTP/SCS also includes a sustainable communities strategy which sets forth a forecasted development pattern for the region which would reduce GHGs from automobiles and light trucks to the regional GHG

targets set by California Air Resource Board for the SCAG region. The overall goals of 2020-2045 RTP/SCS are to:

1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase people and goods movement and travel choices in the transportation system.
5. Reduce GHG emissions and improve air quality.
6. Support healthy and equitable communities.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of habitats.

LOCAL LEVEL

City of Norwalk General Plan – Circulation Element

The General Plan Circulation Element includes goals and policies that aim to improve traffic congestion and mass transit services in the City. The following Circulation Element policies are relevant to the proposed project:

- Goal 1: An adequate transportation/circulation system that supports regional and local land uses at adopted LOS standards and complies with requirements of the County Transportation Management Program.
 - Policy 1.13: Provide for the safe and expeditious transport of hazardous materials.
 - Policy 1.14: Limit driveway access to arterials streets to maintain a desired quality of arterial traffic flow.
- Goal 3: A circulation system that maximizes efficiency through the use of transportation system management and demand management strategies.
 - Policy 3.1: Encourage new development which facilitates transit services, provides for non-automotive circulation, and minimizes vehicle miles traveled.

- Policy 3.4: Encourage the implementation of employer Transportation Demand Management (TDM) requirements included in the City's adopted TDM ordinance and in the Southern California Air Quality Management District's Regulation 15 Program.
- Goal 4: An efficient public transportation system that provides mobility to all City residents, employees, and visitors.
 - Policy 4.3: Promote new development that is designed in a manner which (1) facilitates provision or expansion of transit service, (2) provides on-site commercial and recreational facilities to discourage mid-day travel and (3) provides non-automobile circulation within the development.
 - Policy 4.4: Encourage developers to work with agencies providing transit service with the objective of maximizing the potential for transit use by residents and/or visitors.
- Goal 5: An efficient bicycle and pedestrian circulation system that encourages these alternative forms of transportation.
 - Policy 5.5: Encourage the provision of showers, changing rooms and an accessible and secure area for bicycle storage at all new and existing developments and public places.
 - Policy 5.6: Require developers, whenever feasible, to provide facilities for pedestrian travel such as sidewalks and to design developments to provide pedestrian access to the development on sidewalks and not require that pedestrians use driveways to access the development.
- Goal 7: Well-designed and convenient parking facilities.
 - Policy 7.1: Provide sufficient on- and off-street parking.
 - Policy 7.3: Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.
 - Policy 7.4: Encourage the use of shared parking facilities among different land uses, by means of parking districts or other mechanisms. Shared parking is defined as parking spaces that can be used to serve two or more individual developments without conflict or encroachment (based on the time-differing nature of individual peaks). Experience indicates that the prudent and careful combining of uses result in a parking demand that is less than the demand generated by separate freestanding developments of similar size and character.

City of Norwalk Municipal Code

CHAPTER 15.08, FIRE CODE

The City of Norwalk Municipal Code (Municipal Code), Chapter 15.08, *Fire Code*, focuses on fire service impacts associated with new development projects. The Norwalk City Council adopts and incorporates by reference into the Municipal Code the 2019 California Fire Code (CFC). The CFC sets forth requirements including emergency access, circulation design, and emergency egress routes.

CHAPTER 17.03.080, TRANSPORTATION DEMAND MANAGEMENT

The Municipal Code, Chapter 17.03.080, *Transportation Demand Management*, serves to promote alternative transportation methods. These methods include carpools, vanpools, transit, bicycles, walking and park-and-ride lots, improvement in the balance between jobs and housing, and other strategies, such as flexible work hours, telecommuting, and parking management programs.

City of Norwalk Bicycle Master Plan

The *Norwalk Bicycle Master Plan* (Bicycle Master Plan) was adopted in February 2022. The Bicycle Master Plan establishes a comprehensive approach to improving biking in the City by identifying facility needs, improvement projects, programs, and policies to encourage biking throughout the City. The Bicycle Master Plan aims to provide convenient and safe places to bike and create a more welcoming and encouraging environment for bicyclists, improving the community's health, and cultivating its identity. The Bicycle Master Plan includes planned bikeways, including a Class II Buffered Bike Lane that runs along Bloomfield Avenue, beginning from the intersection of Bloomfield Avenue and Imperial Highway to the north.¹

The Bicycle Master Plans identifies goals and objectives that are focused on three main categories: accessibility, safety, and encouragement. These goals and objectives are further discussed below.

ACCESSIBILITY: PROVIDE SAFE, DIRECT, AND COMFORTABLE BIKE ROUTES

Developing a network of direct and comfortable bike facilities allows bicyclists of all ages and abilities to bike to key locations within and outside the City, helping increase the number of bike trips taken for work, school, recreation, and shopping.

- Improve local biking connectivity between the City's neighborhoods and local destinations such as retail and schools.
- Improve connectivity to regional facilities and destinations.
- Remove or mitigate barriers to bicycling in the City.
- Improve biking connections to transit stations.
- Develop a network that serves bicyclists of all ages and abilities.

SAFETY: IMPROVING SAFETY FOR BICYCLISTS

Creating a safer environment for people biking can help reduce both the frequency and severity of bicycle-involved crashes and injuries. Methods to address safety can include engineering improvements, enforcement, and education.

- Improve bicyclists' perception of safety while using Norwalk's circulation network.

¹ City of Norwalk, *Norwalk Bicycle Master Plan*, February 2022.

- Reduce conflicts between bikes and other modes such as automobiles, pedestrians, and transit vehicles along roads, at intersections, and at local destinations.
- Develop and implement safety education programs for bicyclists.
- Partner with law enforcement to equitably enforce safety laws for all road users.
- Improve safety for students using local roads to bike to and from local schools.

ENCOURAGEMENT: PROMOTE BIKING AND ENCOURAGE PEOPLE TO BIKE IN NORWALK, IMPROVING COMMUNITY HEALTH AND IDENTITY

A welcoming and friendly biking environment invites more people to bike and can result in improved community health due to increased physical activity. Encouraging residents to bike between areas of the City through improved connectivity can also help foster a sense of local identity.

- Provide end-of-trip bike facilities such as bike parking at key destinations.
- Partner with schools and local organizations to encourage biking.
- Use the City’s resources, such as social media channels, to promote biking.
- Facilitate bike connectivity to recreational destinations such as parks and trails.
- Incorporate bike-oriented wayfinding into the City’s transportation network.

5.7.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

VMT SIGNIFICANCE THRESHOLDS

As part of the development of the CEQA guidelines, the OPR prepared the Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory). The Technical Advisory provides guidance for local jurisdictions in developing methodologies and thresholds for evaluating VMT. The Technical Advisory provides VMT thresholds for residential, employment, and other uses. For all projects, the Technical Advisory recommends establishing the VMT threshold at 85 percent or less of an adopted VMT threshold including VMT/capita for residential projects, VMT/employee for employment projects, and total VMT for all other uses.

CEQA SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in [Appendix 11.1](#), of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

- a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities (refer to Impact Statement TRA-1);
- b) Conflict or be inconsistent with *CEQA Guidelines* section 15064.3, subdivision (b) (refer to Impact Statement TRA-2);

- c) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (refer to Impact Statement TRA-3); and
- d) Result in inadequate emergency access (refer to Impact Statement TRA-4).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a “less than significant impact” or “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.7.4 IMPACTS AND MITIGATION MEASURES

PEDESTRIAN, BICYCLE, AND TRANSIT FACILITIES

TRA-1 PROJECT IMPLEMENTATION COULD CONFLICT WITH A PROGRAM PLAN, ORDINANCE OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE AND PEDESTRIAN FACILITIES.

Impact Analysis: The Specific Plan would guide the implementation of a mixed-use transit-oriented development at the project site, located in close proximity to the Norwalk-Santa Fe Springs Metrolink Station. The Specific Plan would incorporate features to encourage transit use, such as a mix of uses, high-quality pedestrian and bicycle access, narrow streets, and reduced parking requirements. The Specific Plan would serve both planning and regulatory functions including circulation patterns and development standards. All future development within the Specific Plan would be subject to compliance with the Specific Plan regulations, as well as other applicable Municipal Code regulations. Below is a discussion of the project’s consistency with applicable regulations pertaining to transit, roadway, bicycle, and pedestrian facilities. As discussed in [Section 3.4](#), for project operations, new development would incorporate safety design features, including a detailed safety, lighting, and signage lighting plan that would be required to be submitted and approved by the Director of Community Development, prior to issuance of a building permit per the proposed Specific Plan.

2020-2045 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY – CONNECT SOCIAL

The 2020-2045 RTP/SCS closely integrates land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. Mobility is an important component of sustainability and integrated planning in the 2020-2045 RTP/SCS. The proposed Specific Plan would provide more opportunities for affordable housing, encourage transit-oriented development, promote active transportation, improve access to transit, reduce VMT by cars, and streamline the environmental review of future development projects, all of which are consistent with the guiding policies of 2020-2045 RTP/SCS. As such, the project would be would not conflict with SCAG’s regional planning goals and policies.

CITY OF NORWALK GENERAL PLAN – CIRCULATION ELEMENT

The General Plan – Circulation Element includes goals and policies that aim to improve traffic congestion and mass transit services in the City. Refer to Table 5.1-1, *General Plan Consistency Analysis* in Section 5.1, *Land Use and Planning*, for an analysis of the project’s consistency with relevant policies of the General Plan’s Circulation Element. As shown therein, the project would not conflict with the City’s General Plan.

CITY OF NORWALK BICYCLE MASTER PLAN

There is an existing Class II Bike Lane that travels along Bloomfield Avenue, north of Imperial Highway, and then travels east along Imperial Highway. There are no bicycle facilities on either side of Bloomfield Avenue along the west side of the project site. However, the Bicycle Master Plan includes a planned Class II Buffered Bike Lane that runs along Bloomfield Avenue, beginning from the intersection of Bloomfield Avenue and Imperial Highway to the north.

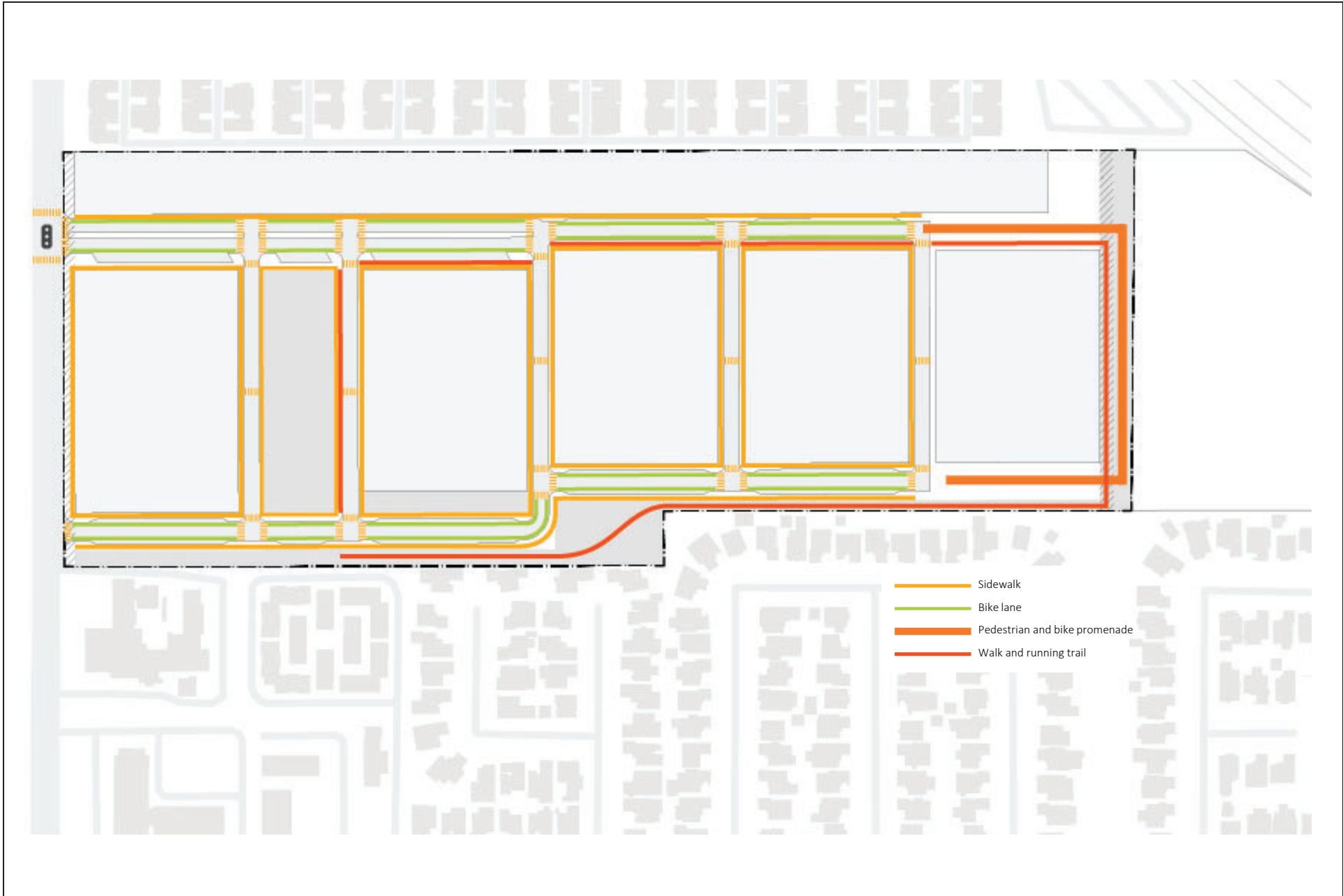
The project would comply with relevant goals and objectives outlined in the Bicycle Master Plan. One of the goals of the Specific Plan is to reduce the reliance on single occupant passenger vehicles, and as such, the project site design aims to maximize pedestrian and bicyclist connectivity between the diverse uses within the Specific Plan Area and to the greater Norwalk area. The proposed project would construct Class II and III bike lanes on-site that would connect to the existing and future City-wide bicycle system. The routing of pedestrian and bicycle circulation is conceptually shown in Exhibit 5.7-1, *Pedestrian and Bicycle Circulation*.

The Specific Plan would also develop bicycle parking facilities for the uses on the project site. With these project design features, the project would support the goals of the Bicycle Master Plan to provide accessibility, improve safety, and encourage biking for bicyclists. As such, the project would not conflict with the Bicycle Master Plan.

CITY OF NORWALK MUNICIPAL CODE

The Municipal Code, Chapter 15.08, *Fire Code*, adopts and incorporates by reference 2022 CFC. The CFC sets forth requirements including emergency access, circulation design, and emergency egress routes. The project would be required to comply with the Los Angeles County Fire Department (LACFD) requirements for emergency access, fire-flow, fire protection standards, fire lanes, and other site design/building standards. Additionally, all future development within the project area would be subject to compliance with the existing regulations specified in the CFC and other applicable codes, such as the Municipal Code, Chapter 17.03.080, *Transportation Demand Management*. The Municipal Code, Chapter 17.03.080, *Transportation Demand Management*, serves to promote alternative transportation methods.

The project would incorporate features to encourage transit use throughout the day such as a mix of uses, high-quality pedestrian and bicycle access, narrow streets, and reduced parking requirements. Off-site improvements to Bloomfield Avenue would include streetscape improvements (e.g., landscaped parkways, pedestrian walkways, bus transit stops, street furniture, and widened pedestrian zones). As discussed, the Specific Plan would also develop Class II and III bike lanes. Pedestrian circulation would be provided throughout the project area via walkways and linear parks, as well as pedestrian crossings. The proposed Specific Plan would also include development standards pertaining to long-term bicycle parking, such as secure storage, visibility, bike registration programs,



fix-it stations, and assigned bicycle commuter parking in multi-family residential buildings to promote biking as an alternative mode of transportation. Therefore, as the project would include features promote alternative transportation methods, the project would not conflict with this Chapter of the Municipal Code.

Overall, the proposed project would not conflict with adopted policies, plans, or programs related to transit, bicycle, or pedestrian facilities. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

VEHICLE MILES TRAVELED

TRA-2 PROJECT IMPLEMENTATION COULD CONFLICT WITH OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B).

Impact Analysis:

VEHICLE MILES TRAVELED ANALYSIS

In July 2020, the Los Angeles County Public Works developed its own VMT guidelines, thresholds, and screening criteria in the *Los Angeles County Public Works Transportation Impact Analysis Guidelines*.² The City of Norwalk utilizes the VMT screening criteria from the County's guidelines to determine if a project is screened out from requiring a detailed VMT analysis. Per the County's guidelines, the Proximity to Transit screening criteria is as follows:

“If a project is located near a major transit stop or high-quality transit corridor, the following question should be considered:

- Is the project located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor?

If the answer to the question above is yes, then the following subsequent questions should be considered:

- Does the project have a Floor Area Ratio less than 0.75?
- Does the project provide more parking than required by the County Code?
- Is the project inconsistent with the SCAG RTP/SCS?
- Does the project replace residential units set aside for lower income households with a smaller number of market-rate residential units?

² Los Angeles County Public Works, *Transportation Impact Analysis Guidelines*, July 2020.

If the answer to all four questions is no, further analysis is not required, and a less than significant determination can be made.”

The screening criteria analysis for the proposed project is as follows:

- Is the project located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor?

Yes, the project is located in proximity to the Norwalk-Santa Fe Springs Metrolink Station, which is approximately 0.2- to 0.5-miles northeast of the project site.

- Does the project have a Floor to Area Ratio less than 0.75?

No, the project does not have a Floor to Area Ratio less than 0.75.

- Does the project provide more parking than required by the County Code?

No, the project does not provide more parking than required by County Code.

- Is the project inconsistent with the SCAG RTP/SCS?

No, the project is consistent with the SCAG RTP/SCS.

- Does the project replace residential units set aside for lower income households with a smaller number of market-rate residential units?

No, the project does not replace affordable units with market-rate units.

In conclusion, the proposed project meets the Proximity to Transit screening criteria and therefore, is not required to prepare a detailed VMT analysis and would not conflict or be inconsistent with *CEQA Guidelines* section 15064.3, subdivision (b). Impacts in this regard are less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

GEOMETRIC DESIGN FEATURES

TRA-3 PROJECT IMPLEMENTATION WOULD NOT INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT).

Impact Analysis:

The proposed project would allow for the development of a mixed-use transit-oriented community. These uses are typical of an urban area, such as the City of Norwalk, and do not represent an incompatible use.

The project site is accessed via Bloomfield Avenue; Bloomfield Avenue is classified as a Major Highway but is not improved to full width; refer to Exhibit 3-4, *Vehicular Circulation* Concept. The project would implement several improvements to the circulation network, including the following:

- A new signalized entry and two non-signalized entries are planned off Bloomfield Avenue. The northern-most driveway would be signalized. The northern non-signalized entry would be right-in/right-out only, while the southern-most non-signalized entry would only have restricted access for left-out movements. These new or modified driveways in the Planning Areas would require encroachment permits within City rights-of-way.
- Off-site improvements to Bloomfield Avenue would include roadway dedication, modification to the existing raised median along Bloomfield Avenue to allow full turn movements into the project site, and streetscape improvements such as landscaped parkways, pedestrian walkways, bus transit stops, street furniture, and widened pedestrian zones.
- Pedestrian circulation would be provided throughout the project area via walkways and linear parks. Pedestrian crossings would be required to be provided throughout the project site, including the proposed traffic signal on Bloomfield Avenue.
- Class II and III bike lanes are included within all on-site roadways and would connect to the existing future city-wide bicycle system.

The proposed Specific Plan aims to reduce the reliance on single occupant passenger vehicles and, as such, the site design aims to maximize pedestrian and bicyclist connectivity between the diverse uses within the project area. The proposed roadways and intersections would be required to be designed in accordance with the proposed Specific Plan as well as the Municipal Code, Chapter 15.08, which would prevent sharp curves and dangerous intersections and ensure emergency vehicle accessibility. The proposed Specific Plan would enforce proposed roadway right-of-way widths and landscaped buffers. Therefore, with compliance with the proposed Specific Plan and Municipal Code regulations, the project would not increase hazards due to a geometric design feature, and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

EMERGENCY ACCESS

TRA-4 PROJECT IMPLEMENTATION COULD RESULT IN INADEQUATE EMERGENCY ACCESS.

Impact Analysis:

CONSTRUCTION

The Los Angeles County Public Works Department identifies the Santa Ana Freeway, Imperial Highway, and Norwalk Boulevard as disaster routes within the project vicinity.³ Construction activities associated with the project would generate traffic as a result of construction equipment being transported to and from the site, and vehicular traffic from construction workers, export of construction debris, and delivery of materials to the site. Staging areas for construction equipment and

³ Los Angeles County Public Works Department, *Disaster Routes, Norwalk*, June 2008.

materials storage would be established on-site. The construction activities would include demolition, site preparation, grading/excavation, trenching, building construction, and paving. Proposed improvements also include right-of-way improvements along Bloomfield Avenue and Shoemaker Avenue, as well as at Zimmerman Park.

Construction-related trips associated with trucks and employees traveling to and from the site in the morning and afternoon, as well as off-site right-of-way improvements along Bloomfield Avenue and Shoemaker Avenue, may result in some minor temporary and short-term traffic delays as a result of partial lane closures and/or construction-related vehicles traveling along Bloomfield Avenue. Based on the TIA, the highest amount of daily traffic expected during construction is estimated to be 1,378 vehicles; it should be noted that this represents a conservative estimate that would only occur for a short duration of the overall construction process. Mitigation Measure TRA-1 would require a Construction Management Plan (CMP), which would minimize potential impacts to emergency access along Bloomfield Avenue and Shoemaker Avenue) on the local circulation system. Per Mitigation Measure TRA-1, all construction vehicles would carry the required hauling permits and would use the most direct route via the project site to nearby freeways. The exact haul routes would be confirmed with the City of Norwalk Director of Public Works prior to approval. Construction may require temporary closures of vehicle lanes and/or sidewalks. Mitigation Measure TRA-1 would require the construction contractor to coordinate with the Director of Public Works regarding timing and duration of proposed temporary lane and/or sidewalk closures to ensure the closures would not impact operations of adjacent uses or emergency access. In addition, Mitigation Measure TRA-1 would ensure traffic signs, traffic cone arrangements, and flaggers are present during general drop-off and pick-up hours for nearby schools to ensure safe pedestrian access along the project frontage for students. Overall, construction-related traffic impacts would be short-term and temporary and implementation of Mitigation Measure TRA-1 would ensure construction-related project impacts are less than significant.

OPERATIONS

As discussed in Impact Statement TRA-1, the project would be required to comply with LACFD requirements for emergency access. Additionally, the project would include a Promenade/Fire Lane along the eastern boundary of the project site that would ensure adequate emergency access for LACFD to proposed structures. All future development within the project area would be subject to compliance with the existing regulations specified in the CFC, California Building Code, International Fire Code, the Municipal Code, and other applicable life and safety requirements. Site plans for the proposed project would subject to review by the City to ensure that adequate emergency access or emergency response would be provided. Additionally, the project site plans would be subject to review by LACFD for compliance with fire and emergency access standards and requirements. Therefore, the project would not result in inadequate emergency access and impacts would be less than significant in this regard.

Mitigation Measures:

TRA-1 Prior to issuance of any grading and/or demolition permits, whichever occurs first, the construction contractor shall prepare a Construction Management Plan (CMP) to be submitted for review and approval by the City of Norwalk Director of Public Works. The requirement for a CMP shall be incorporated into the project specifications and subject to verification by the Director of Public Works prior to final plan approval. The CMP shall

include, at a minimum, the following measures, which shall be implemented during all construction activities:

- Meet the standards established in the current *California Manual on Uniform Traffic Control Devices* (MUTCD) as well as City of Norwalk requirements. The CMP shall be prepared by the construction contractor and submitted to the Director of Public Works for approval pertaining to off-site work, including sidewalk construction, building façade, underground utilities, and any work that would require temporary lane closures. The plan shall be developed according to the MUTCD (latest edition) guidelines, including plans for traffic signs, traffic cone arrangements, and flaggers to assist with pedestrians and traffic.
- Identify traffic control for any street closure, detour, or other disruption to traffic circulation, including the necessary traffic controls to allow for construction-related traffic to efficiently enter and exit the site and maintain emergency access to the site and surrounding area.
- Should project construction activities require temporary vehicle lane and/or sidewalk closures, the construction contractor shall coordinate with the Director of Public Works regarding timing and duration of proposed temporary lane and/or sidewalk closures to ensure the closures do not impact operations of adjacent uses or emergency access.
- Identify the routes that construction vehicles must utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project.
- Should project construction activities occur during general drop-off and pick-up hours for nearby schools, traffic signs, traffic cone arrangements, and flaggers shall assist with ensuring continued vehicular access and safe pedestrian access along the project frontage for students.
- Require the construction contractor to keep all haul routes clean and free of debris including, but not limited to, gravel and dirt, as a result of its operations. The construction contractor shall clean adjacent streets, as directed by the Director of Public Works, of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.7.5 CUMULATIVE IMPACTS

Table 4-1, *Cumulative Projects List*, identifies related projects and other cumulative development in the project area determined as having the potential to interact with the project to the extent that a significant cumulative effect may occur. The following discussions are included by topical area to determine whether a significant cumulative effect would occur.

- **FUTURE DEVELOPMENT, COMBINED WITH OTHER RELATED PROJECTS, COULD CONFLICT WITH A PROGRAM PLAN, ORDINANCE OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE AND PEDESTRIAN FACILITIES, AND RESULT IN CUMULATIVE IMPACTS.**

Impact Analysis: Pursuant to future development identified in Table 4-1, as cumulative projects are developed in the area, overall demands on the transportation system would increase. Cumulative development would be required to be reviewed by the City of Norwalk, Metro, NTS, and Caltrans, as applicable. As such, each jurisdiction would ensure that future development, on a project-by-project basis, would comply with State and local municipal code requirements. In addition, projects within the City of Norwalk would be required to comply with the Municipal Code.

Overall, the proposed project would not conflict with adopted policies, plans, or programs related to transit, bicycle, or pedestrian facilities. Impacts would be less than significant in this regard. The project supports a multi-modal transportation network and would provide and encourage alternative modes of transportation through the provision of various pedestrian, bicyclist, and transit opportunities. As such, the proposed project would not result in a cumulatively considerable impact in this regard and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- **FUTURE DEVELOPMENT, COMBINED WITH OTHER RELATED PROJECTS, COULD CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B).**

Impact Analysis: Cumulative projects have the potential to increase the City's average VMT per capita/employee and total VMT. Each cumulative project would be evaluated on a project-level basis to determine the project's generated VMT in order to compare to the City's average and total VMT. Additionally, each cumulative project would be required to comply with project-specific mitigation measures, as needed, on a project-by-project basis.

As discussed in the VMT Analysis, the OPR states that a project's cumulative impacts are based on a determination of whether the "incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." When using an absolute VMT metric, i.e., total VMT, analyzing the combined impacts for a cumulative impact analysis may be appropriate. A project that falls below the threshold that is aligned with long-term goals and relevant plans has no cumulative impact distinct from the project impact. Accordingly, a less than significant project impact would imply a less than significant cumulative impact, and vice versa. As stated in Impact Statement TRA-2, the proposed project would result in less than significant VMT impacts. Therefore, the project would not contribute to a cumulatively considerable impact and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- **FUTURE DEVELOPMENT, COMBINED WITH OTHER RELATED PROJECTS, COULD SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT), AND RESULT IN CUMULATIVE IMPACTS.**

Impact Analysis: Cumulative projects could result in an increase in hazards due to a geometric design feature or incompatible use. However, cumulative projects would be evaluated on a case-by-case basis through the development review process of the City of Norwalk to determine the appropriate land use permit for authorizing their use and the conditions for their establishment and operation. The development review would ensure that safe access and circulation to and within the development area would be provided. Additionally, access to development sites would be required to comply with all applicable Municipal Code and City design standards and would be reviewed by the City and the LACFD to ensure that inadequate design features or incompatible uses do not occur as development occurs.

The proposed project would involve the development of a mixed-use transit-oriented community. These uses are typical of an urban area, such as the City of Norwalk, and do not represent an incompatible use. The project would be required to implement a CMP during construction (Mitigation Measure TRA-1). As discussed in [Section 3.4](#), for project operations, new development would incorporate safety design features, including a detailed safety, lighting, and signage lighting plan that would be required to be submitted and approved by the Director of Community Development, prior to issuance of a building permit per the proposed Specific Plan. The proposed roadways and intersections would be required to be designed in accordance with the proposed Specific Plan as well as the Municipal Code, Chapter 15.08, which would prevent sharp curves and dangerous intersections and ensure emergency vehicle accessibility. As such, the proposed project would not significantly contribute to a cumulative impact involving inadequate design features or incompatible uses. Impacts in this regard would be less than significant with compliance with recommended mitigation.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

- **FUTURE DEVELOPMENT, COMBINED WITH OTHER RELATED PROJECTS, COULD RESULT IN INADEQUATE EMERGENCY ACCESS.**

Impact Analysis: Cumulative projects could result in inadequate emergency access in the area. However, future projects would be required to comply with the City's development review process on a case-by-case basis, including review for compliance with the Municipal Code pertaining to maintaining/providing emergency access. New developments would also be required to comply with all applicable fire and building codes and ordinances for construction and access to the site during both construction and operational phases. Individual projects would be reviewed by the City Engineer and LACFD to determine the specific fire requirements applicable to the specific development and to ensure compliance with these requirements. This would ensure that new developments would provide adequate emergency access to and from each site. Further, the City and LACFD would review any modifications to existing roadways to ensure that adequate emergency access or emergency response would be maintained. Emergency response and evacuation procedures would be coordinated through the City in coordination with the LACFD and Caltrans.

The project would be required to implement a CMP during construction (Mitigation Measure TRA-1. Future on-site development would also be required to comply with LACFD requirements for emergency access, and include a Promenade/Fire Lane along the eastern boundary of the project site. Site plans for the proposed project would subject to review by the City to ensure that adequate emergency access or emergency response would be provided. Additionally, the project site plans would be subject to review by LACFD for compliance with fire and emergency access standards and requirements. Therefore, with compliance with State, regional, and local standards and regulations, the project would not significantly contribute to a cumulatively considerable impact regarding emergency access. As such, with compliance with recommended mitigation, impacts in this regard would be reduced to less than significant levels.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.7.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to transportation have been identified with compliance with the proposed Specific Plan, Municipal Code requirements, and recommended mitigation.

5.8 AIR QUALITY

This section addresses the potential air pollutant emissions generated by the construction and operation of the project and impacts on air quality. The analysis also addresses the consistency of the project with the air quality policies set forth within the South Coast Air Quality Management District's (SCAQMD) *2022 Air Quality Management Plan (2022 AQMP)*. The analysis of project-generated air pollutant emissions focuses on whether the project would cause an exceedance of an ambient air quality standard or SCAQMD significance thresholds. Air quality technical data is included in Appendix 11.7, *Air Quality/Greenhouse Gas Emissions/Energy Data*.

5.8.1 EXISTING SETTING

SOUTH COAST AIR BASIN

Geography

The project is located within the South Coast Air Basin (Basin), a 6,600-square mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles and all of Orange County, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area of Riverside County.

The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of air pollutants throughout the Basin.

Climate

The general region lies in the semipermanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The climate consists of a semi-arid environment with mild winters, warm summers, moderate temperatures, and comfortable humidity. Precipitation is limited to a few winter storms. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The average annual temperature varies little throughout the Basin, averaging 75 degrees Fahrenheit (°F). However, with a less-pronounced oceanic influence, the eastern inland portions of the Basin show greater variability in annual minimum and maximum temperatures. All portions of the Basin have recorded temperatures over 100°F in recent years.

Although the Basin has a semi-arid climate, the air near the surface is moist due to the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the Basin by offshore winds, the ocean effect is dominant. Periods with heavy fog are frequent, and low stratus clouds, occasionally referred to as "high fog," are a characteristic climate feature. The annual average relative humidity is 70 percent at the coast and 57 percent in the eastern part of the Basin. Precipitation in the Basin is typically 9 to 14 inches annually and is rarely in the form of snow or hail due to typically warm weather. The frequency and amount of rainfall are greater in the coastal areas of the Basin.

The height of the inversion is important in determining pollutant concentration. When the inversion is approximately 2,500 feet above sea level, the sea breezes carry the pollutants inland to escape over the mountain slopes or through the passes. At a height of 1,200 feet, the terrain prevents the pollutants from entering the upper atmosphere, resulting in a settlement in the foothill communities. Below 1,200 feet, the inversion puts a tight lid on pollutants, concentrating them in a shallow layer over the entire coastal Basin. Usually, inversions are lower before sunrise than during the day. Mixing heights for inversions are lower in the summer and more persistent, being partly responsible for the high levels of ozone (O₃) observed during the summer months in the Basin. Smog in southern California is generally the result of these temperature inversions combining with coastal day winds and local mountains to contain the pollutants for long periods of time, allowing them to form secondary pollutants by reacting with sunlight. The Basin has a limited ability to disperse these pollutants due to typically low wind speeds.

The area in which the project is located offers clear skies and sunshine yet is still susceptible to air inversions. These inversions trap a layer of stagnant air near the ground, where it is then further loaded with pollutants. These inversions cause haziness, which is caused by moisture, suspended dust, and a variety of chemical aerosols emitted by trucks, automobiles, furnaces, and other sources.

Norwalk experiences average high temperatures of up to 76°F during the month of August and average low temperatures of 57°F during the month of December. The annual average precipitation in the City is 1.23 inches. Rainfall occurs most frequently in February, with an average rainfall of 0.56 inches.¹

LOCAL AMBIENT AIR QUALITY

The SCAQMD monitors air quality at 37 monitoring stations throughout the Basin. Each monitoring station is located within a Source Receptor Area (SRA). The communities within an SRA are expected to have similar climatology and ambient air pollutant concentrations. The project is located in the Southeast Los Angeles County SRA (SRA 5). The monitoring station representative of the project area is the La Habra monitoring station, located approximately 6.2 miles northeast of the project site. The air pollutants measured at La Habra monitoring station include O₃, carbon monoxide (CO), and nitrogen oxide (NO₂). The closest monitoring station with particulate matter (PM₁₀) air quality data is the Anaheim-Pampas Lane monitoring station, located approximately 8.9 miles southeast of the project site. The closest monitoring station with fine particulates (PM_{2.5}) air quality data is the Compton-700 North Bullis Road monitoring station, located approximately 8.2 miles southwest of the project site. The air quality data monitored at the La Habra, Anaheim-Pampas Lane, and Compton-700 North Bullis Road monitoring stations from 2019 to 2021 are presented in Table 5.8-1, *Measured Air Quality Levels*.

¹ Time and Date, *Annual Weather Averages Near Norwalk*,
<https://www.timeanddate.com/weather/usa/norwalk/climate>, accessed December 22, 2022.

**Table 5.8-1
Measured Air Quality Levels**

Pollutant	Primary Standard		Year	Maximum Concentration ¹	Number of Days State/Federal Std. Exceeded
	California	Federal			
Carbon Monoxide (CO) ² (1-Hour)	20 ppm for 1 hour	35 ppm for 1 hour	2019	2.635 ppm	0 / 0
			2020	2.098 ppm	0 / 0
			2021	2.306 ppm	0 / 0
Ozone (O ₃) ² (1-Hour)	0.09 ppm for 1 hour	N/A	2019	0.107 ppm	4 / 0
			2020	0.171 ppm	15 / 3
			2021	0.103 ppm	2 / 0
Ozone (O ₃) ² (8-Hour)	0.070 ppm for 8 hours	0.070 ppm for 8 hours	2019	0.095 ppm	6 / 6
			2020	0.114 ppm	23 / 23
			2021	0.075 ppm	3 / 2
Nitrogen Dioxide (NO _x) ²	0.180 ppm for 1 hour	0.100 ppm for 1 hour	2019	0.059 ppm	0 / 0
			2020	0.057 ppm	0 / 0
			2021	0.064 ppm	0 / 0
Particulate Matter (PM ₁₀) ^{3,4,5}	50 µg/m ³ for 24 hours	150 µg/m ³ for 24 hours	2019	127.6 µg/m ³	4 / 0
			2020	74.8 µg/m ³	5 / 0
			2021	63.6 µg/m ³	1 / 0
Fine Particulate Matter (PM _{2.5}) ^{4,5,6}	No Separate State Standard	35 µg/m ³ for 24 hours	2019	39.5 µg/m ³	* / 1
			2020	67.5 µg/m ³	* / 19
			2021	102.1 µg/m ³	* / 12
ppm = parts per million µg/m ³ = micrograms per cubic meter * = insufficient data available to determine the value			PM ₁₀ = particulate matter 10 microns in diameter or less PM _{2.5} = particulate matter 2.5 microns in diameter or less NA = Not Applicable		
Notes: 1. Maximum concentration is measured over the same period as the California Standard. 2. Measurements taken at the La Habra Monitoring Station located at 621 W. Lambert, La Habra, California 90631. 3. Measurements taken at the Anaheim-Pampas Lane Monitoring Station located 1630 W. Pampas Lane, Anaheim, CA 92802. 4. Measurements taken at the Compton-700 North Bullis Road Monitoring Station located 700 N. Bullis Road, Compton, CA 90221. 5. PM ₁₀ exceedances are based on State thresholds established prior to amendments adopted on June 20, 2002. 6. PM ₁₀ and PM _{2.5} exceedances are derived from the number of samples exceeded, not days.					
Sources: California Air Resources Board, <i>iADAM Air Quality Data Statistics</i> , http://www.arb.ca.gov/adam/ , accessed on December 12, 2022. California Air Resources Board, <i>AQMIS Air Quality and Meteorological Information's Systems</i> , https://www.arb.ca.gov/aqmis2/aqdselect.php , accessed on December 12, 2022.					

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of the incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions.

CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

Ozone (O₃). O₃ occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" O₃ layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays. "Bad" O₃ is a

photochemical pollutant and needs volatile organic compounds (VOCs), nitrogen oxides (NO_x), and sunlight to form; therefore, VOCs and NO_x are O₃ precursors. To reduce O₃ concentrations, it is necessary to control the emissions of these O₃ precursors. Significant O₃ formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O₃ concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O₃ in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O₃ (in the troposphere) can adversely affect the human respiratory system and other tissues. O₃ is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung diseases such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O₃. Short-term exposure (lasting for a few hours) to O₃ at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis, and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO₂). NO_x is a family of highly reactive gases that are a primary precursor to the formation of ground-level O₃ and react in the atmosphere to form acid rain. NO₂ (often used interchangeably with NO_x) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO₂ occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO₂ can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO₂ concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO₂ may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM₁₀). PM₁₀ refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM₁₀ arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM₁₀ scatters light and significantly reduces visibility. In addition, these particulates penetrate into the lungs and can potentially damage the respiratory tract. On June 19, 2003, the California Air Resources Board (CARB) adopted amendments to the statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter (PM_{2.5}). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and Federal PM_{2.5} standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new PM_{2.5} standards. Industry groups challenged the new standard in court, and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards.

On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the Basin as a non-attainment area for Federal PM_{2.5} standards. On June 20, 2002, CARB adopted amendments for statewide annual ambient particulate matter air quality standards. These standards were

revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging. On July 8, 2016, EPA made a finding that the South Coast has attained the 1997 24-hour and annual PM_{2.5} standards based on 2011-2013 data. However, the Basin remains in non-attainment as the EPA has not determined that California has met the Federal Clean Air Act requirements for re-designating the Basin non-attainment area to attainment.

Sulfur Dioxide (SO₂). Sulfur dioxide (SO₂) is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. SO₂ is often used interchangeably with sulfur oxides (SO_x). Exposure of a few minutes to low levels of SO₂ can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O₃ to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O₃, which is a criteria pollutant. The SCAQMD uses the terms VOC and reactive organic gases (ROG) (see below) interchangeably.

Reactive Organic Gases (ROG). Similar to VOCs, ROGs are also precursors in forming O₃ and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and nitrogen oxides react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O₃, which is a criteria pollutant. The SCAQMD uses the terms ROG and VOC interchangeably.

SENSITIVE RECEPTORS

Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of toxics and CO are of particular concern. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The following types of people are most likely to be adversely affected by air pollution, as identified by CARB: children under 14, elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. Locations that may contain a high concentration of these sensitive population groups are called sensitive receptors and include residential areas, hospitals, day-care facilities, elder-care facilities, elementary schools, and parks. Several sensitive receptors are surrounding the project site and the nearest sensitive receptors are listed in [Table 5.8-2, *Nearest Sensitive Receptors*](#).

**Table 5.8-2
Nearest Sensitive Receptors**

Land Uses	Name	Distance from Project Site (feet) ¹	Direction from Project Site	Location
Residential	Norwalk Manor	Immediate	North	12918 Bloomfield Avenue, Norwalk, CA 90650
	Single Family Residences	Immediate	South	Several single-family dwelling units located immediately to the west of the project site.
	Soroptimist Village	25	South	12657 Foster Road Unit 47, Norwalk, CA 90650
	Single Family Residences	100	West	Several single-family dwelling units located across Bloomfield Avenue to the west of the project site.
Hospital	Norwalk Community Hospital	20	South	13222 Bloomfield Avenue, Norwalk, CA 90650
Park	Zimmerman Park	Immediate	West	13031 Shoemaker Ave, Norwalk, CA 90650
Note: 1 – Distances are measured from the exterior project boundary only and not from individual construction areas within the interior of the project site, which is considered conservative as this distance is the shortest between the project site and the sensitive receptors. Source: Google Earth, 2022.				

5.8.2 REGULATORY SETTING

FEDERAL LEVEL

U.S. Environmental Protection Agency

The EPA is responsible for implementing the Federal Clean Air Act (FCAA), which was first enacted in 1955 and amended numerous times after. The FCAA established federal air quality standards known as the National Ambient Air Quality Standards (NAAQS). These standards identify levels of air quality for “criteria” pollutants that are considered the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety, to protect the public health and welfare; refer to [Table 5.8-3, *National and California Ambient Air Quality Standards*](#).

**Table 5.8-3
National and California Ambient Air Quality Standards**

Pollutant	Averaging Time	California ¹		Federal ²	
		Standard ³	Attainment Status	Standards ^{3,4}	Attainment Status
Ozone (O ₃)	1 Hour	0.09 ppm (180 µg/m ³)	Nonattainment	N/A	N/A
	8 Hours	0.070 ppm (137 µg/m ³)	Nonattainment	0.070 ppm (137 µg/m ³)	Nonattainment
Particulate Matter (PM ₁₀)	24 Hours	50 µg/m ³	Nonattainment	150 µg/m ³	Attainment/Maintenance
	Annual Arithmetic Mean	20 µg/m ³	Nonattainment	N/A	N/A
Fine Particulate Matter (PM _{2.5})	24 Hours	No Separate State Standard		35 µg/m ³	Nonattainment
	Annual Arithmetic Mean	12 µg/m ³	Nonattainment	12.0 µg/m ³	Nonattainment
Carbon Monoxide (CO)	8 Hours	9.0 ppm (10 mg/m ³)	Attainment	9 ppm (10 mg/m ³)	Attainment/Maintenance
	1 Hour	20 ppm (23 mg/m ³)	Attainment	35 ppm (40 mg/m ³)	Attainment/Maintenance
Nitrogen Dioxide (NO ₂) ⁵	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	N/A	53 ppb (100 µg/m ³)	Attainment/Maintenance
	1 Hour	0.18 ppm (339 µg/m ³)	Attainment	100 ppb (188 µg/m ³)	Attainment/Maintenance
Lead (Pb) ^{7,8}	30 days Average	1.5 µg/m ³	Attainment	N/A	N/A
	Calendar Quarter	N/A	N/A	1.5 µg/m ³	Nonattainment
	Rolling 3-Month Average	N/A	N/A	0.15 µg/m ³	Nonattainment
Sulfur Dioxide (SO ₂) ⁶	24 Hours	0.04 ppm (105 µg/m ³)	Attainment	0.14 ppm (for certain areas)	Unclassified/Attainment
	3 Hours	N/A	N/A	N/A	N/A
	1 Hour	0.25 ppm (655 µg/m ³)	Attainment	75 ppb (196 µg/m ³)	N/A
	Annual Arithmetic Mean	N/A	N/A	0.30 ppm (for certain areas)	Unclassified/Attainment
Visibility-Reducing Particles ⁹	8 Hours (10 a.m. to 6 p.m., PST)	Extinction coefficient = 0.23 km@<70% RH	Unclassified	No Federal Standards	
Sulfates	24 Hour	25 µg/m ³	Attainment		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Unclassified		
Vinyl Chloride ⁷	24 Hour	0.01 ppm (26 µg/m ³)	N/A		

µg/m³ = micrograms per cubic meter; ppm = parts per million; ppb = parts per billion; km = kilometer(s); RH = relative humidity; PST = Pacific Standard Time; N/A = Not Applicable

- California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, and particulate matter (PM₁₀, PM_{2.5}, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
- Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.

Table 5.8-3, continued

<p>5. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.</p> <p>6. On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated non-attainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of ppb. California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.</p> <p>7. CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.</p> <p>8. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated non-attainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.</p> <p>9. In 1989, CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.</p>
<p>Source: California Air Resources Board and U.S. Environmental Protection Agency, <i>Ambient Air Quality Standards chart</i>, http://www.arb.ca.gov/research/aaqs/aaqs2.pdf, May 4, 2016.</p>

STATE LEVEL

California Air Resources Board

CARB administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, including with the NAAQS in [Table 5.8-3](#), are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates. The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMP's also serve as the basis for the preparation of the State Implementation Plan for the State of California.

Like the EPA, CARB also designates areas within California as either attainment or non-attainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as non-attainment for a pollutant if air quality data show that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as non-attainment.

REGIONAL LEVEL

South Coast Air Quality Management Control District

The SCAQMD is one of 35 air quality management districts that have prepared AQMPs to accomplish a five-percent annual reduction in emissions. SCAQMD adopted the 2022 AQMP on December 2, 2022. The primary purpose of the 2022 AQMP is to identify, develop, and implement strategies and control measures to meet the 2015 eight-hour ozone NAAQS-70 parts per billion (ppb) as expeditiously as practicable, but no later than the statutory attainment deadline of August 3, 2038, for the Basin and August 3, 2033, for the Riverside County portion of the Salton Sea Air Basin. The 2022

AQMP incorporates the recently adopted *SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS) and motor vehicle emissions from CARB.

In addition to the 2022 AQMP and its rules and regulations, the SCAQMD publishes the *CEQA Air Quality Handbook*. The SCAQMD *CEQA Air Quality Handbook* provides guidance to assist local government agencies and consultants in developing the environmental documents required by CEQA. With the help of the *CEQA Air Quality Handbook*, local land use planners and other consultants are able to analyze and document how proposed and existing projects affect air quality and should be able to fulfill the requirements of the CEQA review process. The SCAQMD is in the process of developing an *Air Quality Analysis Guidance Handbook* to replace the current *CEQA Air Quality Handbook* approved by the SCAQMD Governing Board in 1993.

Southern California Association of Governments

On September 3, 2020, the Regional Council of SCAG formally adopted the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS). The SCS portion of the 2020-2045 RTP/SCS highlights strategies for the region to reach the regional target of reducing air pollutants and GHG emissions from autos and light-duty trucks. Specially, these strategies are:

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;
- Leverage technology innovations;
- Support implementation of sustainability policies; and
- Promote a green region.

Furthermore, the 2020-2045 RTP/SCS discusses a variety of land use tools to help achieve the State-mandated reductions in GHG emissions through reduced per capita VMT. These tools also reduce mobile source air pollutants emissions through reduced VMT. Some of these tools include center focused placemaking, focusing on priority growth areas, job centers, transit priority areas, as well as high quality transit areas and green regions.

5.8.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

REGIONAL AIR QUALITY

In its *CEQA Air Quality Handbook*, the SCAQMD has established significance thresholds to assess the impact of project-related air pollutant emissions. Table 5.8-4, *SCAQMD Regional Pollutant Emission Thresholds of Significance*, presents these significance thresholds. There are separate thresholds for short-term construction and long-term operational emissions. A project with daily emission rates below these thresholds is considered to have a less than significant effect on regional air quality.

**Table 5.8-4
SCAQMD Regional Pollutant Emission Thresholds of Significance**

Phase	Pollutant (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Construction	75	100	550	150	150	55
Operation	55	55	550	150	150	55
CO = carbon monoxide; VOC = volatile organic compounds; NO _x = nitrogen oxides; PM ₁₀ = particulate matter smaller than 10 microns; PM _{2.5} = particulate matter smaller than 2.5 microns						
Source: South Coast Air Quality Management District, <i>South Coast AQMD Air Quality Significance Thresholds</i> , revised April 2019.						

LOCAL AIR QUALITY

Localized Significance Thresholds

Localized Significance Thresholds (LSTs) were developed in response to the SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (revised July 2008) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with projects. The SCAQMD provides the LST look-up tables for one-, two-, and five-acre projects emitting CO, NO_x, PM₁₀, and PM_{2.5}. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways.

Localized CO

In addition, a project would result in a local air quality impact if the project results in increased traffic volumes that would result in an exceedance of the CO ambient air quality standards of 20 parts per million (ppm) for 1-hour CO concentration levels, and 9 ppm for 8-hour CO concentration levels. If the CO concentrations at potentially impacted intersections with the project are lower than the standards, then there is no significant impact. If future CO concentrations with the project are above the standard, then the project would have a significant local air quality impact.

CUMULATIVE EMISSIONS

The SCAQMD's 2022 AQMP was prepared to accommodate growth, meet State and Federal air quality standards, and minimize the fiscal impact that pollution control measures have on the local economy. According to the *CEQA Air Quality Handbook*, project-related emissions that fall below the established construction and operational thresholds should be considered less than significant unless there is pertinent information to the contrary.

If a project exceeds these emission thresholds, the *CEQA Air Quality Handbook* states that the significance of a project's contribution to cumulative impacts should be determined based on whether the rate of growth in average daily trips exceeds the rate of growth in population.

CEQA SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in [Appendix 11.1](#), of this EIR.

The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

- a) Conflict with or obstruct implementation of the applicable air quality plan (refer to Impact Statement AQ-1);
- b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (refer to Impact Statements AQ-2);
- c) Expose sensitive receptors to substantial pollutant concentrations (refer to Impact Statements AQ-3).
- d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people (refer to Section 8.0, *Effects Found Not To Be Significant*).

Based on these standards/criteria, the effects of the project have been categorized as either a “less than significant impact” or “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.8.4 IMPACTS AND MITIGATION MEASURES

CONSISTENCY WITH REGIONAL PLANS

AQ-1 IMPLEMENTATION OF THE PROPOSED PROJECT COULD CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN.

Impact Analysis: On December 2, 2022, the SCAQMD Governing Board adopted the 2022 AQMP. The 2022 AQMP incorporates the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, updated emission inventory methodologies for various source categories. Additionally, the 2022 AQMP utilized information and data from the SCAG and its 2020-2045 RTP/SCS. The SCAQMD considers projects that are consistent with the 2022 AQMP, which is intended to bring the Basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts.

Criteria for determining consistency with the AQMP are defined by the following indicators:

CRITERION 1

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

- a) *Would the project result in an increase in the frequency or severity of existing air quality violations?*

Since the consistency criteria identified under the first criterion pertain to pollutant concentrations rather than to total regional emissions, an analysis of a project’s pollutant

emissions relative to localized pollutant concentrations associated with the CAAQS and NAAQS is used as the basis for evaluating project consistency. As discussed in Impact Statement AQ-3, the localized concentration of CO, NO_x, PM₁₀, and PM_{2.5} would be less than significant during project construction and operation. Therefore, the project would not result in an increase in the frequency or severity of existing air quality violations. Because ROG_s are not a criteria pollutant, there is no ambient standard or localized threshold of ROG_s. Due to the role ROG plays in O₃ formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established. As such, the project would not cause or contribute to localized air quality violations or delay the attainment of air quality standards or interim emissions reductions specified in the AQMP.

b) Would the project cause or contribute to new air quality violations?

As discussed below in Impact Statements AQ-2 and AQ-3, the project would result in emissions that would be below the SCAQMD's thresholds for regional and localized emissions. Therefore, the project would not have the potential to cause or affect a violation of the ambient air quality standards with mitigation incorporated.

c) Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?

The project would result in less than significant impacts with regard to localized concentrations during operations. As such, the project would not delay the timely attainment of air quality standards or 2022 AQMP emissions reductions.

CRITERION 2

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the Basin focuses on the attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the project exceeds the assumptions utilized in preparing the forecasts presented in the 2022 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2022 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?

A project is consistent with the 2022 AQMP in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the 2022 AQMP. In the case of the 2022 AQMP, three sources of data form the basis for the projections of air pollutant emissions: the General Plan, SCAG's regional growth forecast, and SCAG's 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS also provides socioeconomic forecast projections of regional population growth.

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

project site is zoned “Institutional” (I). The project would be subject to various permits and approvals, including General Plan Amendment, Change of Zone, adoption of the Norwalk Transit Village Specific Plan, and Tentative Tract Map to subdivide the project to allow of the proposed uses.

Based on the City’s average household size of 3.59, the 770 units would introduce up to 2,764 additional residents within the City and current population is 101,645 persons as of January 1, 2022.² The forecast population in 2045 is 107,000 persons.³ The project’s potential growth-inducing impacts would be considered less than significant since the 2,764 additional residential represents only a 2.7 percent increase from the City’s current population. The proposed project is a mixed-use, transit-oriented community with approximately 80,147 square feet of commercial uses as well as a 150-key hotel. The proposed non-residential land uses are forecast to create approximately 254 new jobs through project buildout, based on an employment generation rate of one employee per 447 square feet of commercial use and one employee per 883 square feet of hotel use.^{4,5} The City’s 2016 employment was 25,700 persons.⁶ The forecast employment in 2045 is 28,100 persons.⁷ The project’s potential growth-inducing impacts would be considered less than significant since the 254 additional employees represents a 10.6 percent increase from the City’s 2016 employment. Thus, the project would be consistent with the types, intensity, and patterns of land use envisioned for the site vicinity. As the SCAQMD has incorporated these same projections into the 2022 AQMP, it can be concluded that the project would be consistent with the projections.

It is also noted that the project’s construction and operational air emissions would not exceed the SCAQMD regional thresholds, and localized emissions during construction would also be below SCAQMD LST thresholds. The project would also be required to comply with the applicable SCAQMD emission reduction measures such as Rule 403. As such, the project would not result in or cause NAAQS or CAAQS violations. A less than significant impact would occur with regard to 2022 AQMP consistency with the project.

b) *Would the project implement all feasible air quality mitigation measures?*

The demolition of on-site structures and development of the project would be required to comply with all applicable SCAQMD rules and regulations, including Rule 403 that requires

² State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State*, 2021-2022 with 2020 Census Benchmark, May 2022, <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/>, accessed December 20, 2022.

³ Southern California Association of Governments, *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy Demographics & Growth Forecast*, September 3, 2020.

⁴ Norwalk-La Mirada Unified School District, *Residential and Commercial/Industrial Development School Fee Justification Study*, 2021.

⁵ Based on Table 3-1 in Section 3, Project Description, Planning Area 1 would include 3.06 gross acres of Neighborhood Commercial and hotel land uses, of which 66,647 square feet are designated Neighborhood Commercial; thus, the remaining area, 66,647 square feet, would be designated as hotel use.

⁶ Southern California Association of Governments, *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy Demographics & Growth Forecast*, September 3, 2020.

⁷ Ibid.

excessive fugitive dust emissions controlled by regular watering or other dust prevention measures and Rule 1113 that regulates the ROG content of paint. As such, the project meets this AQMP consistency criterion.

c) *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

Land use planning strategies set forth in the 2022 AQMP are primarily based on the 2020-2045 RTP/SCS. The project proposes redevelopment of the former California Youth Authority (CYA) facility site with a mixed-use transit-oriented community with a mix of office/retail, multi-family residential uses, and park land uses. Open space would be provided through a combination of common and private areas, such as a park, linear park tot-lot, dog run, and community gathering open space areas. The proposed Norwalk Transit Village plans for growth around livable corridors and provides more options for short trips and neighborhood mobility areas. The project is in proximity to the Norwalk-Santa Fe Springs Metrolink Station, which is approximately 0.2- to 0.5-miles northeast of the project site. Furthermore, the project would incorporate features to encourage transit use throughout the day such as a mix of uses, high-quality pedestrian and bicycle access, narrow streets, and reduced parking requirements. The Specific Plan would also develop Class II and III bike lanes. In addition, pedestrian circulation would be provided throughout the project area via walkways and linear parks, as well as pedestrian crossings. The project would include features promote alternative transportation methods, such as landscaped parkways, pedestrian walkways, bus transit stops, street furniture, and widened pedestrian zones, and electric vehicle charging station. The proposed Specific Plan would also include development standards pertaining to long-term bicycle parking, such as secure storage, visibility, bike registration programs, fix-it stations, and bicycle commuter parking in multi-family residential buildings to promote biking as an alternative mode of transportation. As such, the project is consistent with the land use planning strategies set forth in the AQMP.

In conclusion, the determination of 2022 AQMP consistency is primarily concerned with a project's long-term influence on the Basin's air quality. The project would not result in a long-term impact on the region's ability to meet State and Federal air quality standards. Also, the project would be consistent with the 2022 AQMP's goals. As discussed above, the project's long-term influence would also be consistent with the SCAQMD and SCAG's goals and policies and is, therefore, considered consistent with the 2022 AQMP. Impacts associated with compliance with the 2022 AQMP would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

PROJECT-RELATED EMISSIONS

AQ-2 THE PROJECT COULD RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF CRITERIA POLLUTANTS FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD.

Impact Analysis:

SHORT-TERM (CONSTRUCTION) AIR EMISSIONS

Short-term air quality impacts are predicted to occur during grading and construction activities associated with the project implementation. Temporary air emissions would result from the following activities:

- Particulate (fugitive dust) emissions from grading and building construction; and
- Exhaust emissions from the construction equipment and the motor vehicles of the construction crew.

The project involves demolishing the existing CYA facility and developing a mixed-use transit-oriented community with a mix of retail/hospitality, multi-family residential uses, and park land uses. Construction of the project would involve: five months of demolition, five months of grading, seven months of paving, approximately three years of building construction, and four months of painting for each building. The total development would take approximately six years in total. The project would demolish 90,586 tons of materials and import 60,510 cubic yards soil to the site. Emissions for each construction phase have been quantified based upon the phase duration and equipment types. The analysis of daily construction emissions was prepared using California Emission Estimator Model (CalEEMod, version 2022.1). Refer to [Appendix 11.7](#) for the CalEEMod outputs and results. [Table 5.8-5, *Maximum Daily Construction Emissions*](#), presents the project's anticipated daily short-term construction emissions.

Fugitive Dust Emissions

Fugitive dust (PM₁₀ and PM_{2.5}) from grading and construction is expected to be short-term and would cease following project completion. Most of this material is composed of inert silicates, which are less harmful to health than the complex organic particulates released from combustion sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_x and SO_x combining with ammonia. The greatest amount of fugitive dust generated is expected to occur during demolition; refer to [Appendix 11.7](#). Dust generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular concern is the amount of PM₁₀ generated as a part of fugitive dust emissions.

**Table 5.8-5
Maximum Daily Construction Emissions**

Emissions Source	Pollutant (pounds per day) ^{1,2}					
	ROGs	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Year 1	3.73	41.6	34.4	0.10	6.40	2.81
Year 2	3.36	36.8	32.1	0.10	5.43	2.62
Year 3	4.56	24.6	70.7	0.07	11.2	3.16
Year 4	1.21	14.3	16.0	0.06	1.77	0.72
Year 5	1.14	13.6	15.9	0.06	1.73	0.69
Year 6	55.3	13.0	15.7	0.06	1.82	0.66
Year 7	55.3	1.20	6.87	<0.01	1.81	0.43
Maximum Daily Emissions	55.3	41.6	70.7	0.10	11.2	3.16
<i>SCAQMD Thresholds</i>	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Notes:						
1. Emissions were calculated using CalEEMod version 2022.1, as recommended by the SCAQMD. As certain pollutants would be higher in the winter versus summer months, the higher emissions between the two seasons, are presented as a conservative analysis.						
2. The reduction/credits for construction emissions are based on "mitigation" included in CalEEMod and are required by the SCAQMD Rules. The "mitigation" applied in CalEEMod includes the following: properly maintain mobile and other construction equipment; replace the ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. The emissions results in this table represent the "mitigated" emissions shown in Appendix 11.7 .						
Refer to Appendix 11.7 for assumptions used in this analysis.						

CalEEMod was used to calculate PM₁₀ and PM_{2.5} fugitive dust emissions as part of the site earthwork activities; refer to [Table 5.8-5](#). Maximum particulate matter emissions would occur during the initial stages of construction when grading activities would occur. As detailed in [Table 5.8-5](#), construction-related PM₁₀ emissions would range between 1.73 and 11.2 pounds per day, and PM_{2.5} emissions would range between 0.43 and 3.16 pounds per day, which are less than each respective regional significance thresholds. Thus, fugitive dust emissions would be below the thresholds of 150 and 55 pounds per day for PM₁₀ and PM_{2.5}, respectively.

Construction Equipment and Worker Vehicle Exhaust Emissions

Exhaust emissions would be generated by the operation of vehicles and equipment on the site, such as graders, dozers, pavers, loaders, scrapers, and trucks. The majority of construction equipment and vehicles would be diesel-powered, which tends to be more efficient than gasoline-powered equipment. Diesel-powered equipment produces lower CO and hydrocarbon emissions than gasoline equipment but produces greater amounts of NO_x, SO_x, and particulates per hour of activity. The transportation of machinery, equipment, and materials to and from the site, as well as construction worker trips, would also generate vehicle emissions during construction. However, as presented in [Table 5.8-5](#), construction equipment and worker vehicle exhaust emissions would not exceed the emissions thresholds. As such, the impact would be less than significant.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O₃ precursors. In accordance with the methodology prescribed by the SCAQMD, ROG emissions associated with paving and architectural coating have been quantified with the CalEEMod model. As required by SCAQMD Regulation XI, Rule 1113, *Architectural Coating*, all architectural coatings for the proposed structures would comply with specifications on painting practices as well as regulation on the ROG content of paint.⁸ ROG emissions associated with the project would be less than significant; refer to [Table 5.8-5](#). As such, the impact would be less than significant.

Total Daily Construction Emissions

CalEEMod was utilized to model construction emissions for ROG, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. As indicated in [Table 5.8-5](#), construction emissions would not exceed SCAQMD thresholds. As such, construction emissions would be less than significant.

Asbestos

Pursuant to guidance issued by the Governor's Office of Planning and Research State Clearinghouse, lead agencies are encouraged to analyze potential impacts related to naturally occurring asbestos. Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by the CARB in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released into the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed.

Serpentinite and/or ultramafic rock are known to be present in 44 of California's 58 counties. These rocks are particularly abundant in the counties of the Sierra Nevada foothills, the Klamath Mountains, and Coast Ranges. According to the California Department of Conservation Division of Mines and Geology, the site is not located in an area where naturally occurring asbestos is likely to be present.⁹ Therefore, no impacts are anticipated to result in this regard.

⁸ South Coast Air Quality Management District, *Rule 1113 Architectural Coatings*, <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf>, accessed December 20, 2022.

⁹ California Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*, August 2000, https://www3.arb.ca.gov/toxics/asbestos/ofr_2000-019.pdf, accessed December 20, 2022.

LONG-TERM (OPERATIONAL) AIR EMISSIONS

Operational emissions generated by both stationary and mobile sources would result from routine daily activities on the project site after occupation (i.e., increased concentrations of ROG, NO_x, SO_x, PM₁₀, PM_{2.5}, and CO). Mobile source emissions would be generated by the motor vehicles traveling to and from the project site. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, operation of landscape maintenance equipment, potential machinery, and use of consumer products. Stationary energy emissions would result from natural gas consumption associated with the project. Analysis of mobile emissions is based primarily upon *Norwalk Transit Village Transportation Impact Analysis* (Transportation Impact Analysis) prepared by Michael Baker International on March 8, 2023.¹⁰ Under existing conditions, a nominal portion of the project site is being used for temporary DSH satellite facility operations. As a conservative analysis, emissions from existing uses on-site were not modeled or deducted from project-generated emissions. The analysis of daily operational emissions has been prepared by utilizing the CalEEMod 2022.1; refer to [Appendix 11.7](#).

Mobile Source Emissions

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_x, SO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern (NO_x and ROG react with sunlight to form O₃ [photochemical smog], and wind currents readily transport SO_x, PM₁₀, and PM_{2.5}). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using CalEEMod. This model predicts ROG, CO, SO_x, NO_x, PM₁₀, and PM_{2.5} emissions from motor vehicle traffic associated with new development; refer to [Appendix 11.7](#). According to the Transportation Impact Analysis, the project would generate 7,455 daily trips, 653 a.m. peak hour trips, and 771 p.m. peak hour trips. [Table 5.8-6, Long-Term Operational Air Emissions](#), presents the anticipated mobile source emissions. It should be noted that these estimates represent gross emissions for the project and do not include emissions generated by current on-site uses, which consist of temporary DSH satellite facility operations on a nominal portion of the project site. As shown in [Table 5.8-6](#), mobile source emissions would not exceed SCAQMD thresholds. As such, a less than significant impact would occur due to the project's operational mobile emissions.

¹⁰ Michael Baker International, *Norwalk Transit Village Transportation Impact Analysis*, March 8, 2023.

**Table 5.8-6
Long-Term Operational Air Emissions**

Emissions Source ¹	Pollutant (pounds per day) ^{2,4,6}					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Project Summer Emissions³						
Area	30.5	12.0	61.7	0.08	0.96	0.97
Energy	0.25	4.37	2.61	0.03	0.34	0.34
Mobile	21.2	15.3	191	0.50	19.7	3.72
Total Summer Emissions	51.9	31.7	255	0.60	21.0	3.47
<i>Significance Threshold³</i>	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Project Winter Emissions⁵						
Area	24.6	11.5	4.89	0.07	0.93	0.93
Energy	0.25	4.37	2.61	0.03	0.34	0.34
Mobile	21.0	16.7	175	0.48	19.7	3.72
Total Winter Emissions	45.8	32.6	183	0.58	19.4	5.00
<i>Significance Threshold³</i>	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Notes:						
1. It should be noted that these estimates represent gross emissions for the project and do not include emissions generated by current on-site uses, which consist of temporary DSH satellite facility operations on a nominal portion of the project site. As such, these project emissions are conservative.						
2. Based on CalEEMod modeling results.						
3. Regional daily thresholds are based on the SCAQMD significance thresholds.						
4. Refer to Appendix 11.7 , for assumptions used in this analysis.						
5. Project operational emissions were modeled with the operational year of 2030.						
6. The emissions data modeled in CalEEMod is with the implementation of the AB 341, and SCAQMD Rule 403. The mitigation includes the following: properly maintain mobile and other construction equipment; replace the ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads three times daily; and limit speeds on unpaved roads to 15 miles per hour; 50 percent reduction on solid waste per AB 341.						
Refer to Appendix 11.7 for assumptions used in this analysis.						

Area Source Emissions

Area source emissions are generated from consumer products, architectural coating, landscaping, and hearths (wood stoves and fireplaces). Area source emissions are as described below.

- *Architectural Coatings:* As part of project maintenance, architectural coatings on the project buildings would emit emissions from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings.
- *Consumer Products:* Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds, which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants.
- *Landscape Maintenance Equipment:* Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the site.

On March 7, 2008, SCAQMD adopted Rule 445. SCAQMD Rule 445 prohibits the permanent installation of a wood-burning device in any residential development that began construction on or after March 9, 2009. Thus, the CalEEMod run did not include hearths as future development would be required to comply with SCAQMD Rule 445. As indicated in [Table 5.8-6](#), the project's operational area source emissions for all criteria pollutants would be below the SCAQMD's significance thresholds.

Energy Source Emissions

Energy source emissions (i.e., generated at the site of the power generation source) would be generated as a result of electricity and natural gas usage associated with the project. The primary use of energy usage by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. Additionally, the project would comply with the most current version of the California Building Code and Title 24 standards which would further reduce the project's energy use. Therefore, energy source emissions would not exceed established SCAQMD thresholds; as indicated in [Table 5.8-6](#).

Operational Emissions Conclusion

As shown in [Table 5.8-6](#), the project's operational emissions would not exceed the SCAQMD regional thresholds for ROG, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. As indicated, the operational emissions from the project would not exceed regional thresholds of significance established by the SCAQMD for criteria air emissions. Therefore, a less than significant impact would occur in this regard.

CONCLUSION

As shown in [Table 5.8-5](#) and [Table 5.8-6](#), the project would not result in significant short- and long-term air quality impacts. The project's emissions would not exceed the SCAQMD adopted construction and operational thresholds. Therefore, a less than significant impact would occur in this regard.

AIR QUALITY HEALTH IMPACTS

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individuals [e.g., age, gender]). In particular, O₃ precursors VOCs and NO_x affect air quality on a regional scale. Health effects related to ozone are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of non-attainment would produce meaningless results. In other words, the project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As the SCAQMD has explained, it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in

the atmosphere air pollutants interact and form.¹¹ Further, as the San Joaquin Valley Air Pollution Control District has acknowledged, currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.¹²

The SCAQMD acknowledges that health effects quantification from ozone, as an example is correlated with the increases in the ambient level of ozone in the air (concentration) that an individual person breathes. SCAQMD states that it would take a large amount of additional emissions to cause a modeled increase in ambient ozone levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's *2012 Air Quality Management Plan*, a reduction of 432 tons (864,000 pounds) per day of NO_x and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce ozone levels at the highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify ozone-related health impacts caused by NO_x or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. As such, for the purpose of this analysis, since the project would not exceed SCAQMD regional thresholds for operational air emissions, the project would also have less than significant air quality health impacts.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LOCALIZED EMISSIONS

AQ-3 DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED PROJECT COULD RESULT IN LOCALIZED EMISSIONS IMPACTS OR EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS.

Impact Analysis:

LOCALIZED SIGNIFICANCE THRESHOLDS

LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised October 2009]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific level projects. The SCAQMD provides the LST look-up tables for one-, two-, and five-acre projects emitting CO, NO_x, PM_{2.5}, or

¹¹ South Coast Air Quality Management District, *Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae. In the supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno*, 2014.

¹² San Joaquin Valley Air Pollution Control District, *Application for Leave to File Brief of Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party In Interest and Respondent, Friant Ranch, L.P. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno*, 2014.

PM₁₀. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The project site is located within SRA 5.

Sensitive Receptors

To assess the potential for long-term operational and short-term emission impacts, the closest receptor locations were identified as representative locations for analysis. Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as “sensitive receptors;” they are also known to be locations where an individual can remain for 24 hours. The closest sensitive receptors are single-family residential uses adjacent to the south of the project site and multi-family residences (Norwalk Manor) adjacent to the north of the project site.

Construction

The SCAQMD guidance on applying CalEEMod to LSTs specifies the amount of acres a particular piece of equipment would likely disturb per day.¹³ SCAQMD provides LST thresholds for one-, two-, and five-acre site disturbance areas; SCAQMD does not provide a LST threshold over five acres. The project would actively disturb approximately three acres per day during the grading phase of construction. Therefore, conservatively the LST thresholds for two acres were utilized for the construction LST analysis as the two-acre threshold is stricter than five-acre threshold. As previously noted, the closest sensitive receptors are residential uses adjacent to the north and south of the project site. According to SCAQMD LST Methodology, projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters. As such, a 25-meter distance is utilized to determine the LSTs for emissions of CO, NO_x, PM₁₀, and PM_{2.5}. [Table 5.8-7, Construction Localized Significance Emission Summary](#) identified the localized impacts at the nearest receptor location near the project. As shown in [Table 5.8-7](#), localized on-site construction emissions would not exceed the SCAQMD LSTs thresholds. A less than significant impact would occur.

¹³ The number of acres represent the total acres traversed by grading equipment. In order to properly grade a piece of land, multiple passes with equipment may be required. The disturbance acreage is based on the equipment list and days of the grading phase according to the anticipated maximum number of acres a given piece of equipment can pass over in an 8-hour workday.

**Table 5.8-7
Construction Localized Significance Emissions Summary**

Phase	Emissions (pounds per day) ⁶			
	NO _x	CO	PM ₁₀	PM _{2.5}
Year 1 ¹	34.3	30.2	4.86	2.28
Year 2 ²	29.7	28.3	3.63	2.09
Year 3 ³	9.85	13.0	0.38	0.35
Year 4 ³	9.39	12.9	0.34	0.31
Year 5 ³	8.92	12.9	0.30	0.28
Year 6 ³	8.58	12.9	0.28	0.25
Year 7 ⁴	0.78	1.11	0.01	0.01
Maximum Daily Emissions	34.3	30.2	4.86	2.28
<i>SCAQMD Localized Threshold⁵</i>	<i>114</i>	<i>861</i>	<i>7</i>	<i>4</i>
Threshold Exceeded?	No	No	No	No

Notes: NO_x = nitrous oxide; CO = carbon monoxide; PM₁₀ = particulate matter smaller than 10 microns; PM_{2.5} = particulate matter smaller than 2.5 microns

- Maximum on-site daily emissions occur during grading phase for NO_x, CO, and PM_{2.5}, and during demolition phase for PM₁₀ in Year 1.
- Maximum on-site daily emissions occur during grading phase for NO_x, CO, PM₁₀, and PM_{2.5} during Year 2.
- Maximum on-site daily emissions occur during building construction phase for NO_x, CO, PM₁₀, and PM_{2.5} during Year 3 through Year 6.
- Maximum on-site daily emissions occur during architectural coating phase for NO_x, CO, PM₁₀, and PM_{2.5} during Year 7.
- The Localized Significance Threshold was determined using Appendix C of the SCAQMD Final Localized Significant Threshold Methodology guidance document for pollutants NO_x, CO, PM₁₀, and PM_{2.5}. The Localized Significance Threshold conservatively uses the two-acre threshold, the distance to sensitive receptors (25 meters), and the source receptor area (SRA 5).
- The emissions data modeled in CalEEMod is with the implementation of SCAQMD Rule 403. The mitigation includes the following: properly maintain mobile and other construction equipment; replace the ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads three times daily; and limit speeds on unpaved roads to 15 miles per hour.

Refer to Appendix 11.7 for assumptions used in this analysis.

Operations

According to SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a project if the project includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling at the site (e.g., warehouse or transfer facilities). The project would not include such uses. Additionally, occasional truck deliveries for packages etc., and trash pickup (once per week) would occur at the project. These truck delivery/trash pickup activities would be intermittent and would not include extended periods of idling time; therefore, idling emissions from truck deliveries would be minimal. Thus, due to the lack of such emissions, no long-term localized significance threshold analysis is needed. Operational LST impacts would be less than significant in this regard.

CARBON MONOXIDE HOTSPOTS

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthy levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.).

The Basin is designated as an attainment/maintenance area for the Federal CO standards and an attainment area for State standards. There has been a decline in CO emissions even though vehicle

miles traveled on U.S. urban and rural roads have increased. Nationwide estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions.¹⁴ CO emissions have continued to decline since this time. The Basin was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD's AQMP. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner-burning fuels, and motor vehicle inspection/maintenance programs.

A detailed CO analysis was conducted in the Federal Attainment Plan for Carbon Monoxide (CO Plan) for the SCAQMD's *2003 Air Quality Management Plan*, which is the most recent AQMP that addresses CO concentrations. The locations selected for microscale modeling in the CO Plan are worst-case intersections in the Basin and would likely experience the highest CO concentrations. Thus, CO analysis within the CO Plan is utilized in comparison to the project since it represents a worst-case scenario with heavy traffic volumes within the Basin.

Of these locations, the Wilshire Boulevard/Veteran Avenue intersection in Los Angeles experienced the highest CO concentration (4.6 parts per million [ppm]), which is well below the 35-ppm 1-hr CO Federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily traffic volume of approximately 100,000 vehicles per day. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection, it can be reasonably inferred that CO hotspots would not be experienced at any intersections within the City near the project site due to the comparatively low volume of traffic (7,455 daily trips, 653 a.m. peak hour trips, and 771 p.m. peak hour trips) that would occur as a result of project implementation. Furthermore, the highest hourly recorded CO value at the La Habra Monitoring Station between 2019 and 2021 was 2.635 ppm, which is well below the 35-ppm 1-hour CO Federal Standard; refer to [Table 5.8-1](#). Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.8.5 CUMULATIVE IMPACTS

[Table 4-1](#), *Cumulative Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the project to the extent that a significant cumulative effect may occur. The following discussions are included per topic area to determine whether a significant cumulative effect would occur.

¹⁴ United States Environmental Protection Agency, *Carbon Monoxide Emissions*, https://cfpub.epa.gov/roe/indicator_pdf.cfm?i=10, accessed by December 22, 2022.

CUMULATIVE CONSISTENCY WITH APPLICABLE AIR QUALITY PLAN

- **IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED PROJECTS COULD RESULT IN CUMULATIVELY CONSIDERABLE INCONSISTENCIES WITH THE APPLICABLE AIR QUALITY PLAN.**

Impact Analysis: Future related projects would be required to analyze project-level consistency with applicable air quality plans, including the 2022 AQMP. As analyzed above, operational concentrations of criteria air pollutants of the project would be lower than SCAQMD thresholds. Therefore, the project would not result in an increase in the frequency or severity of existing air quality violations. Further, the project would be consistent with the SCAQMD and SCAG's goals and policies (refer to [Table 5.9-3, SCAG 2020-2045 RTP/SCS Consistency Analysis](#)). In addition, the growth anticipated by the project would be consistent with SCAG's growth forecast, and therefore is consistent with the 2022 AQMP. As such, impacts associated with the project in this regard would not be cumulatively considerable. Cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

SHORT-TERM (CONSTRUCTION) AIR EMISSIONS

- **SHORT-TERM CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS, COULD RESULT IN INCREASED AIR POLLUTANT EMISSION IMPACTS OR EXPOSE SENSITIVE RECEPTORS TO INCREASED POLLUTANT CONCENTRATIONS.**

Impact Analysis: The SCAQMD neither recommends quantified analyses of cumulative construction emissions, nor does it provide separate methodologies or thresholds of significance to be used to assess cumulative construction impacts. The SCAQMD significance thresholds for construction are intended to meet the objectives of the 2022 AQMP to ensure the NAAQS and CAAQS are not exceeded. As the City has no control over the timing or sequencing of cumulative projects in the project vicinity, any quantitative analysis to ascertain the daily construction emissions that assumes multiple, concurrent construction would be speculative. Future cumulative projects would also be required to analyze construction emission impacts on a project-level under CEQA and implement mitigation as needed.

As indicated in [Table 5.8-5](#), the project would not result in short-term air quality impacts as the project-level emissions would not exceed the SCAQMD adopted construction threshold. Therefore, the project would not result in cumulatively considerable impacts with regards to short-term construction air quality emissions.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LONG-TERM (OPERATION) AIR EMISSIONS

- **IMPLEMENTATION OF THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS COULD RESULT IN INCREASED IMPACTS PERTAINING TO OPERATIONAL AIR EMISSIONS.**

Impact Analysis: The SCAQMD has set forth both a methodological framework as well as significance thresholds for the assessment of a project’s cumulative operational air quality impacts. The SCAQMD’s approach for assessing cumulative impacts is based on the SCAQMD’s 2022 AQMP forecasts of attainment of NAAQS in accordance with the requirements of the Federal and State CAAs. This forecast also takes into account SCAG’s forecasted future regional growth. As such, the analysis of cumulative impacts focuses on determining whether the project is consistent with the growth assumptions upon which the SCAQMD’s 2022 AQMP is based. If the project is consistent with the growth assumptions, then the future development would not impede the attainment of NAAQS, and a significant cumulative air quality impact would not occur.

As discussed above, the project would not result in long-term air quality impacts, as the project’s operational emissions would not exceed the SCAQMD adopted operational thresholds. Emission reduction technology, strategies, and plans are constantly being developed. As a result, the project would not contribute a cumulatively considerable increase of any non-attainment criteria pollutant or expose sensitive receptors to potentially significant health risk impacts. Therefore, cumulative operational impacts associated with the implementation of the project would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

CUMULATIVE CARBON MONOXIDE HOTSPOTS

- **IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED PROJECTS COULD RESULT IN CUMULATIVELY CONSIDERABLE CARBON MONOXIDE HOTSPOT IMPACTS.**

Impact Analysis: Future related projects would be required to analyze localized emission impacts on a project-level under CEQA and implement mitigation as needed. As stated, future ambient CO concentrations resulting from the project would be substantially below National and State standards, as the highest hourly recorded CO value at the La Habra Monitoring Station between 2019 and 2021 was 2.635 ppm, which is well below the 35-ppm 1-hour CO Federal Standard; refer to [Table 5.8-1](#). Therefore, the project’s contribution would not be cumulatively considerable, and the cumulative impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.8.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to air quality have been identified after compliance with existing Federal, State, and local regulations.

5.9 GREENHOUSE GAS EMISSIONS

This section evaluates greenhouse gas (GHG) emissions associated with the proposed project and analyzes project compliance with applicable regulations. Consideration of the project’s consistency with applicable plans, policies, and regulations, as well as the introduction of new sources of GHGs, is included in this section. GHG technical data is included as Appendix 11.7, *Air Quality/Greenhouse Gas Emissions/Energy Data*.

5.9.1 EXISTING SETTING

The City of Norwalk (City) lies within the southern portion of the South Coast Air Basin (Basin). The Basin is a 6,600-square mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. The Basin’s terrain and geographical location (i.e., a coastal plain with connecting broad valleys and low hills) determine its distinctive climate.

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. The climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Basin is a function of the area’s natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of pollutants throughout the Basin.

SCOPE OF ANALYSIS FOR CLIMATE CHANGE

The study area for climate change and the analysis of GHG emissions is broad as climate change is influenced by world-wide emissions and their global effects. However, the study area is also limited by *CEQA Guidelines* Section 15064(d), which directs lead agencies to consider an “indirect physical change” only if that change is a reasonably foreseeable impact which may be caused by the project.

The baseline against which to compare potential impacts of the project includes the natural and anthropogenic drivers of global climate change, including world-wide GHG emissions from human activities that have grown more than 90 percent between 1970 and 2014. The State of California is leading the nation in managing GHG emissions. Accordingly, the impact analysis for this project relies on guidelines, analyses, policy, and plans for reducing GHG emissions established by the California Air Resources Board (CARB).

GLOBAL CLIMATE CHANGE – GREENHOUSE GASES

The natural process through which heat is retained in the troposphere is called the “greenhouse effect.”¹ The greenhouse effect traps heat in the troposphere through a threefold process as follows:

¹ The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth’s surface to 10 to 12 kilometers.

Short wave radiation emitted by the Sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long wave radiation; and GHG in the upper atmosphere absorb this long wave radiation and emit this long wave radiation into space and toward the Earth. This “trapping” of the long wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect.

The most abundant GHGs are water vapor and carbon dioxide (CO₂). Many other trace gases have greater ability to absorb and re-radiate long wave radiation; however, these gases are not as plentiful. For this reason, and to gauge the potency of GHGs, scientists have established a Global Warming Potential (GWP) for each GHG based on its ability to absorb and re-radiate long wave radiation. GHGs normally associated with development projects include the following:²

- Water Vapor (H₂O). Although water vapor has not received the scrutiny of other GHGs, it is the primary contributor to the greenhouse effect. Natural processes, such as evaporation from oceans and rivers, and transpiration from plants, contribute 90 percent and 10 percent of the water vapor in our atmosphere, respectively. The primary human related source of water vapor comes from fuel combustion in motor vehicles; however, it does not contribute a significant amount (less than one percent) to atmospheric concentrations of water vapor. The IPCC has not determined a GWP for water vapor.
- Carbon Dioxide (CO₂). Carbon dioxide is primarily generated by fossil fuel combustion in stationary and mobile sources. Due to the increased use of clean fuel by industrial facilities and mobile sources, CO₂ emissions from fossil fuel combustion decreased by a total of 1.9 percent between 1990 and 2021.³ Between 2020 and 2021, the increase in total greenhouse gas emissions was driven largely by an increase in CO₂ emissions from fossil fuel combustion due to economic activity rebounding after the height of the COVID-19 pandemic.⁴ Carbon dioxide is the most widely emitted GHG and is the reference gas (GWP of 1) for determining GWPs for other GHGs.
- Methane (CH₄). Methane is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. The United States’ top three methane sources are landfills, natural gas systems, and enteric fermentation. Methane is the primary component of natural gas, used for space and water heating, steam production, and power generation. The GWP of methane is 27.9.
- Nitrous Oxide (N₂O). Nitrous oxide is produced by both natural and human related sources. Primary human related sources include agricultural soil management, animal manure

² All GWPs are given as 100-year GWP. Generally, GWPs were obtained from the Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report (AR4) and Fifth Assessment Report (AR5), with the addition of GWPs from the IPCC’s Fifth Assessment Report for fluorinated GHGs that did not have GWPs in the AR4 and AR5.

³ United States Environmental Protection Agency, *Inventory of United States Greenhouse Gas Emissions and Sinks 1990 to 2021*, 2023, <https://www.epa.gov/system/files/documents/2023-04/US-GHG-Inventory-2023-Main-Text.pdf>, accessed May 18, 2023.

⁴ Ibid.

management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. The GWP of nitrous oxide is 273.

- Hydrofluorocarbons (HFCs). Typically used as refrigerants for both stationary refrigeration and mobile air conditioning, use of HFCs for cooling and foam blowing is increasing, as the continued phase out of chlorofluorocarbons (CFCs) and HCFCs gains momentum. The 100-year GWP of HFCs range from 4.84 for HFC-161 to 14,600 for HFC-23.
- Perfluorocarbons (PFCs). PFCs are compounds consisting of carbon and fluorine and are primarily created as a byproduct of aluminum production and semiconductor manufacturing. PFCs are potent GHGs with a GWP several thousand times that of CO₂, depending on the specific PFC. Another area of concern regarding PFCs is their long atmospheric lifetime (up to 50,000 years). The GWP of PFCs range from 7,380 to 12,400.
- Sulfur hexafluoride (SF₆). SF₆ is a colorless, odorless, nontoxic, nonflammable gas. SF₆ is the most potent GHG that has been evaluated by the IPCC with a GWP of 25,200. However, its global warming contribution is not as high as the GWP would indicate due to its low mixing ratio compared to CO₂ (4 parts per trillion [ppt] in 1990 versus 365 ppm, respectively).

In addition to the six major GHGs discussed above (excluding water vapor), many other compounds have the potential to contribute to the greenhouse effect. Some of these substances were previously identified as stratospheric ozone (O₃) depleters; therefore, their gradual phase out is currently in effect. The following is a listing of these compounds:

- Hydrochlorofluorocarbons (HCFCs). HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, all developed countries that adhere to the Montreal Protocol are subject to a consumption cap and gradual phase out of HCFCs. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year GWPs of HCFCs range from 56.4 for HCFC-122 to 2,300 for HCFC-142b.
- 1,1,1 trichloroethane. 1,1,1 trichloroethane or methyl chloroform is a solvent and degreasing agent commonly used by manufacturers. The GWP of methyl chloroform is 161 times that of CO₂.
- Chlorofluorocarbons (CFCs). CFCs are used as refrigerants, cleaning solvents, and aerosols spray propellants. CFCs were also part of the U.S. Environmental Protection Agency's (EPA) Final Rule (57 Federal Register [FR] 3374) for the phase out of O₃ depleting substances. Currently, CFCs have been replaced by HFCs in cooling systems and a variety of alternatives for cleaning solvents. Nevertheless, CFCs remain suspended in the atmosphere contributing to the greenhouse effect. CFCs are potent GHGs with 100-year GWPs ranging from 3,550 for CFC-11 to 16,200 for CFC-13.

5.9.2 REGULATORY SETTING

FEDERAL LEVEL

To date, no national standards have been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions

reduction at the project level. Various efforts have been promulgated at the Federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Energy Independence and Security Act of 2007. The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

U.S. Environmental Protection Agency Endangerment Finding. The EPA's authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

Federal Vehicle Standards. In response to the U.S. Supreme Court ruling discussed above, the George W. Bush Administration issued Executive Order 13432 in 2007 directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, President Barack Obama issued a memorandum directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and NHTSA proposed stringent, coordinated Federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO₂ in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking. On January 12, 2017, the EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO₂ emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.

In August 2016, the EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO₂ emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.

In March 2021, The EPA and NHTSA adopted the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule. The SAFE Vehicles Rule sets tough but feasible fuel economy and CO₂ standards that increase 1.5 percent in stringency each year from model years 2021 through 2026. These standards apply to both passenger cars and light trucks and will continue the nation’s progress toward energy independence and CO₂ reduction, while recognizing the realities of the marketplace and consumers’ interest in buying vehicles that meet all of their diverse needs.

Presidential Executive Order 13783. Presidential Executive Order 13783, Promoting Energy Independence and Economic Growth (March 28, 2017), orders all Federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of CO₂, CH₄, and N₂O.

STATE LEVEL

Various Statewide and local initiatives to reduce the State’s contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term.

Executive Order S-1-07. Executive Order S-1-07 proclaims that the transportation sector is the main source of GHG emissions in California, generating more than 40 percent of Statewide emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in California by at least ten percent by 2020. This order also directs CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32. The development of CARB’s 2017 Scoping Plan Update has identified the LCFS as a regulatory measure to reduce GHG emissions to meet the 2030 emissions target. In calculating Statewide emissions and targets, the 2017 Scoping Plan Update has assumed the LCFS be extended to an 18-percent reduction in carbon intensity beyond 2020. On September 27, 2018, CARB approved a rulemaking package that amended the Low Carbon Fuel Standard to relax the 2020 carbon intensity reduction from 10 percent to 7.5 percent and to require a carbon intensity reduction of 20 percent by 2030.

Executive Order S-3-05. Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the secretary of the California Environmental Protection Agency (Cal/EPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary also submits biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, the secretary of Cal/EPA created the California Climate Action Team, made up of members from various State agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

Executive Order S-13-08. Executive Order S-13-08 seeks to enhance the State's management of climate impacts including sea level rise, increased temperatures, shifting precipitation, and extreme weather events by facilitating the development of the State's first climate adaptation strategy. This Executive Order results in consistent guidance from experts on how to address climate change impacts in the State of California.

Senate Bill 100 (SB 100). SB 100 (Chapter 312, Statutes of 2018) requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours (kWh) of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, 60 percent by December 31, 2030, and 100 percent by December 31, 2045. The bill requires the California Public Utilities Commission (CPUC), CEC, state board, and all other state agencies to incorporate that policy into all relevant planning. In addition, SB 100 requires the CPUC, CEC, and state board to utilize programs authorized under existing statutes to achieve that policy and, as part of a public process, issue a joint report to the Legislature by January 1, 2021, and every four years thereafter, that includes specified information relating to the implementation of the policy.

Assembly Bill 1493. AB 1493 (also known as the Pavley Bill) requires that CARB develop and adopt, by January 1, 2005, regulations that achieve "the maximum feasible reduction of GHG emitted by passenger vehicles and light-duty trucks and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State." To meet the requirements of AB 1493, CARB approved amendments to the California Code of Regulations (CCR) in 2004 by adding GHG emissions standards to California's existing standards for motor vehicle emissions. Amendments to CCR Title 13, Sections 1900 and 1961 and adoption of 13 CCR Section 1961.1 require automobile manufacturers to meet fleet-average GHG emissions limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty weight classes for passenger vehicles (i.e., any medium-duty vehicle with a gross vehicle weight rating less than 10,000 pounds that is designed primarily to transport people), beginning with the 2009 model year. Emissions limits are reduced further in each model year through 2016. The near-term standards were intended to achieve a

reduction of about 22 percent in GHG emissions compared to the emissions from the 2002 fleet, while the mid-term standards were intended to achieve a reduction of about 30 percent.

Assembly Bill 32 (California Global Warming Solutions Act of 2006). California passed the California Global Warming Solutions Act of 2006 (AB 32; *California Health and Safety Code* Division 25.5, Sections 38500-38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Senate Bill 32 (SB 32). Signed into law on September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

CARB Scoping Plan. On December 11, 2008, CARB adopted its Scoping Plan, which functions as a roadmap to achieve the California GHG reductions required by AB 32 through subsequently enacted regulations. CARB's Scoping Plan contains the main strategies California would implement to reduce the projected 2020 "Business-as-Usual" (BAU) emissions to 1990 levels, as required by AB 32. These strategies are intended to reduce carbon dioxide equivalent (CO₂e) emissions by 174 million metric tons. This reduction of 42 million metric tons carbon dioxide equivalent (MTCO₂e), or almost ten percent from 2002 to 2004 average emissions, would be required despite the population and economic growth forecasted through 2020.

CARB's Scoping Plan calculates 2020 BAU emissions as those expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, commercial and residential, industrial, etc.). CARB used three-year average emissions, by sector, for 2002 to 2004 to forecast emissions to 2020. When CARB's Scoping Plan process was initiated, 2004 was the most recent year for which actual data was available. The measures described in CARB's Scoping Plan are intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes recent science related to climate change, including anticipated impacts to California and the levels of GHG reduction necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The Scoping Plan update also looks beyond 2020 toward the 2050 goal, established in Executive Order S-3-05, and observes that "a mid-term Statewide emission limit will ensure that the State stays on course to meet our long-term goal." The Scoping Plan Update did not establish or propose any specific post-2020 goals, but identified such goals in water, waste, natural resources, clean energy, transportation, and land use. On January 20, 2017, CARB released the proposed Second Update to the Scoping Plan, which identifies the State's

post-2020 reduction strategy. The Second Update reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. The 2017 Scoping Plan Update establishes a new Statewide emissions limit of 260 million MTCO₂e for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030.

On December 15, 2022, CARB released the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan), which identifies the strategies for achieving carbon neutrality by 2045 or earlier. The 2022 Scoping Plan contains the GHG reductions, technology, and clean energy mandated by statutes. The 2022 Scoping Plan was developed to achieve carbon neutrality by 2045 through a substantial reduction in fossil fuel dependence, while at the same time increasing deployment of efficient non-combustion technologies and distribution of clean energy. The plan would also reduce emissions of short-lived climate pollutants (SLCPs) and would include mechanical CO₂ capture and sequestration actions, as well as emissions and sequestration from natural and working lands and nature-based strategies. Under 2022 Scoping Plan, by 2045, California aims to cut GHG emissions by 85 percent below 1990 levels, reduce smog-forming air pollution by 71 percent, reduce the demand for liquid petroleum by 94 percent compared to current usage, improve health and welfare, and create millions of new jobs. This plan also builds upon current and previous environmental justice efforts to integrate environmental justice directly into the plan, to ensure that all communities can reap the benefits of this transformational plan. Specifically, this plan:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands (NWL) to the State's GHG emissions, as well as their role in achieving carbon neutrality.
- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits of taking action.
- Identifies key implementation actions to ensure success.

Senate Bill 375. Acknowledging the relationship between land use planning and transportation sector GHG emissions, SB 375 was passed by the State Assembly on August 25, 2008, and signed by the Governor on September 30, 2008. The legislation links regional planning for housing and transportation with the GHG reduction goals outlined in AB 32. Reductions in GHG emissions can be achieved by, for example, locating employment opportunities close to transit. Under SB 375, each

Metropolitan Planning Organization (MPO) is required to adopt a Sustainable Communities Strategy (SCS) to encourage compact development that reduces passenger vehicle miles traveled (VMT) and trips so the region can meet a target, created by CARB, for reducing GHG emissions. If the SCS is unable to achieve the regional GHG emissions reduction targets, then the MPO is required to prepare an alternative planning strategy that shows how the GHG emissions reduction target can be achieved through alternative development patterns, infrastructure, and/or transportation measures.

REGIONAL LEVEL

Southern California Association of Governments

On September 3, 2020, the Regional Council of Southern California Association of Governments (SCAG) formally adopted *The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments – Connect SoCal* (2020-2045 RTP/SCS). The SCS portion of the 2020-2045 RTP/SCS highlights strategies for the region to reach the regional target of reducing GHGs from autos and light-duty trucks by 8 percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels). Specially, these strategies are:

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;
- Leverage technology innovations;
- Support implementation of sustainability policies; and
- Promote a green region.

Furthermore, the 2020-2045 RTP/SCS discusses a variety of land use tools to help achieve the state-mandated reductions in GHG emissions through reduced per capita VMT. Some of these tools include center focused placemaking, focusing on priority growth areas, job centers, transit priority areas, as well as high quality transit areas and green regions.

LOCAL LEVEL

Energy Action Plan

The City adopted the City of Norwalk Energy Action Plan (EAP) on December 2, 2015. The focus of this EAP centers upon California’s energy policy, specifically Assembly Bill 32 – Global Warming Solutions Act (AB 32) and aim for statewide decrease of greenhouse gas emissions to 1990 levels by the year 2020. The City will promote preservation of resources for the mutual benefit of its staff and the general public based on the City’s *2020 Vision Strategic Action Plan*, published by the Norwalk City Council.

5.9.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Amendments to CEQA Guidelines Section 15064.4 were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions. Consistent with existing CEQA

practice, Section 15064.4 gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. This section recommends certain factors to be considered in the determination of significance (i.e., the extent to which a project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHGs). The amendments do not establish a quantified or performance-based threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7(c)).

The California Natural Resources Agency (CNRA) has also clarified that the CEQA Guidelines amendments focus on the effects of GHG emissions as cumulative impacts, and therefore GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analyses (see CEQA Guidelines Section 15064(h)(3)).⁵ A project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements to avoid or substantially lessen the cumulative problem within the geographic area of the project.⁶

On September 28, 2010, air quality experts serving on the SCAQMD GHG CEQA Significance Threshold Stakeholder Working Group recommended an interim screening level numeric bright-line threshold of 3,000 metric tons of CO₂e annually and an efficiency-based threshold of 4.8 metric tons of CO₂e per service population (residents plus employees) per year in 2020 and 3.0 metric tons of CO₂e per service population per year in 2035.⁷ The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the Basin, various utilities such as sanitation and power companies throughout the Basin, industry groups, and environmental and professional organizations. The numeric bright line and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners and lead agencies regarding determining whether GHG emissions from a proposed project are significant. In *Center for Biological Diversity v. Department of Fish and Wildlife* (2015) 62 Cal. 4th 2014, 213, 221, 227, following its review of various potential GHG thresholds proposed in an academic study⁸, the California Supreme Court

⁵ See Generally California Natural Resources Agency, *Final Statement of Reasons for Regulatory Action* (December 2009), pp. 11-13, 14, 16; see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, secretary for Natural Resources, April 13, 2009. Available at <https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/C01.pdf>, accessed July 27, 2021.

⁶ 14 CCR Section 15064(h)(3).

⁷ In *Cleveland National Forest Foundation v. San Diego Association of Governments* (2017) 3 Cal.5th 497, the Supreme Court held that the EIR prepared for the San Diego Association of Governments' 2050 *Regional Transportation Plan/Sustainable Communities Strategy* did not need to include an analysis of the Plan's consistency with GHG emission reduction goals of 80 percent below 1990 levels by 2050.

⁸ Alexander G. Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World*, July 2011.

identified the use of numeric bright-line thresholds as a potential pathway for compliance with CEQA GHG requirements. The study found numeric bright-line thresholds designed to determine when small projects were so small as to not cause a cumulatively considerable impact on global climate change was consistent with CEQA. Specifically, PRC Section 21003(f) finds that it is a policy of the State that “[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment.”

The City of Norwalk has not adopted GHG significance thresholds but may set a project-specific threshold based on the context of each particular project, including the proposed project, using the SCAQMD Working Group expert recommendation because: (1) it is in the same air quality basin that the experts analyzed; (2) it is a residential project; and, (3) there is a factual basis to support why the experts believe projects with less than 70 residential units represent the smallest project with the smallest contributions to GHG emissions. For purposes of a conservative analysis for the proposed project, SCAQMD’s proposed 3,000 MT CO₂e/yr non-industrial screening threshold is used as the significance threshold in addition to the qualitative thresholds of significance set forth below from Section VIII of State CEQA Guidelines Appendix G. The 3,000 MT CO₂e/yr screening threshold represents a 90 percent capture rate (i.e., this threshold captures projects that represent approximately 90 percent of GHG emissions from new sources) and represents emissions associated with development of approximately 70 single-family dwelling units.

The 3,000 MT CO₂e/year non-industrial screening threshold is typically used in defining small projects within this Air Basin that are considered less than significant because the threshold represents less than one percent of the future year 2050 statewide GHG emissions target and the lead agency can provide more efficient implementation of CEQA by focusing its resources on the top 90 percent or new developments within the Basin emitting GHGs. This screening threshold is correlated to the 90 percent capture rate for industrial projects within the Basin. Residential and commercial projects above the 3,000 MT CO₂e /year level would fall within the 90 percent of the largest projects that are worth mitigating without wasting scarce financial, governmental, physical and social resources.⁹ As noted in the academic study¹⁰, the fact that small projects below a numeric bright line threshold are not subject to CEQA-based mitigation does not mean such small projects do not help the State achieve its climate change goals. Even small projects participate in or comply with non-CEQA-based GHG reduction programs, such as constructing development in accordance with statewide GHG-reducing energy efficiency building standards such as CalGreen or Title 24 energy-efficiency building standards.¹¹ Moreover, as residents of small residential projects buy cars and gasoline from manufacturers regulated

⁹ SCAQMD, *Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold*, October 2008.

¹⁰ Alexander G. Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World*, July 2011.

¹¹ Alexander G. Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World*, July 2011.

by the State to reduce GHG emissions, the GHG generated by a project often reduces over time, as demonstrated in the GHG modeling addressed later in this section for the proposed project.¹²

CONSISTENCY WITH PLANS

The project's GHG impacts are evaluated by assessing the project's consistency with applicable local, regional, and Statewide GHG reduction plans and strategies. On a regional level, the SCAG 2020-2045 RTP/SCS contains measures to achieve VMT reductions required under SB 375. On a Statewide level, the 2022 Scoping Plan contains the GHG reductions, technology, and clean energy mandated by statutes. Thus, if the project complies with these plans, policies, regulations, and requirements, the project would result in a less than significant impact because it would be consistent with the overarching State and regional plans for GHG reduction. A consistency analysis is provided below and describes the project's compliance with performance-based standards included in the regulations outlined in the applicable portions of the 2020-2045 RTP/SCS and 2022 Scoping Plan. The project's GHG plan consistency analysis is based on the project's consistency with the 2020-2045 RTP/SCS, 2022 Scoping Plan, City's Energy Action Plan, and applicable goals found within the General Plan.

QUANTIFICATION OF EMISSIONS

In view of the above considerations, this EIR quantifies the project's total annual GHG emissions for informational purposes, taking into account the GHG emission reduction features that would be incorporated into the project's design. The California Emissions Estimator Model (CalEEMod) version 2020.4.0 is a Statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California, who provided data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) to account for local requirements and conditions. The model is considered by the SCAQMD to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California.

CEQA SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in [Appendix 11.1](#), of this EIR.

¹² On pages 3-2 and 3-3 of the SCAQMD's *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, the SCAQMD notes that a GHG significance threshold based on a 90 percent emission capture rate may be more appropriate to address the long-term GHG impacts. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions. This assertion is based on the fact that the SCAQMD estimates that these GHG emissions would account for less than one percent of future 2050 statewide GHG emissions target (85 MMTCO₂e/yr). In addition, these small projects would be subject to future applicable GHG control regulations that would further reduce their overall future contribution to the statewide GHG inventory

The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (refer to Impact Statement GHG-1); and
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (refer to Impact Statement GHG-2).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a “less than significant impact” or “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.9.4 IMPACTS AND MITIGATION MEASURES

GREENHOUSE GAS EMISSIONS

GHG-1 GREENHOUSE GAS EMISSIONS GENERATED BY THE PROJECT COULD HAVE A SIGNIFICANT IMPACT ON GLOBAL CLIMATE CHANGE.

Impact Analysis: The project involves demolishing the existing California Youth Authority (CYA) facility and developing a mixed-use transit-oriented community with a mix of retail/hospitality, multi-family residential uses, and park land uses. The proposed project-related GHG emissions would include emissions from direct and indirect sources. The proposed project would result in direct and indirect emissions of CO₂, N₂O, and CH₄, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct project-related GHG emissions include emissions from construction activities, area sources, mobile sources, and refrigerants, while indirect sources include emissions from electricity and natural gas consumption, water demand, and solid waste generation. CalEEMod was used to calculate project-related GHG emissions. Under existing conditions, a nominal portion of the project site is being used for temporary DSH satellite facility operations. As a conservative analysis, emissions from existing uses on-site were not modeled or deducted from project-generated emissions.

CalEEMod relies upon trip data provided in *Norwalk Transit Village Transportation Impact Analysis* (Transportation Impact Analysis) prepared by Michael Baker International, dated March 8, 2023, and project-specific land use data to calculate emissions. [Table 5.9-1, *Project Greenhouse Gas Emissions*](#), presents the estimated proposed project’s CO₂, CH₄, and N₂O emissions. It should be noted that these estimates represent gross emissions for the project and do not include emissions generated by current on-site uses. CalEEMod outputs are contained within [Appendix 11.7](#).

**Table 5.9-1
Project Annual Greenhouse Gas Emissions**

Source ¹	CO ₂	CH ₄	N ₂ O	Refrigerants	CO ₂ e
	Metric Tons/year ²				
Direct Emissions⁴					
Construction (amortized over 30 years) ⁴	149.36	0.01	0.01	0.12	153.17
Area Source	184.76	<0.01	<0.01	0.00	184.99
Mobile Source	8,214.29	0.38	0.33	8.17	8,331.07
Refrigerants	0.00	0.00	0.00	57.34	57.34
Total Direct Emissions³	8,548.41	0.39	0.35	65.63	8,726.58
Indirect Emissions⁴					
Energy	2,528.53	0.18	0.01	0.00	2,537.21
Water Demand	81.64	1.25	0.03	0.00	122.02
Solid Waste	32.83	3.28	0.00	0.00	114.87
Total Indirect Emissions³	2,643.00	4.72	0.04	0.00	2,774.09
Total Project-Related Emissions³	11,500.67 MTCO₂e/year				
SCAQMD Interim Threshold	3,000 MTCO₂e/year				
Exceed the Threshold?	Yes				
Notes: Carbon dioxide equivalent = CO ₂ e; metric tons of carbon dioxide equivalent per year = MTCO ₂ e per year					
1. It should be noted that these estimates represent gross emissions for the project and do not include emissions generated by current on-site uses, which consist of temporary DSH satellite facility operations on a nominal portion of the project site. As such, these project emissions are conservative.					
2. Project emissions were calculated using CalEEMod version 2022.1.					
3. Totals may be slightly off due to rounding.					
4. Emission reductions applied in the CalEEMod model, or "mitigated emission", include Rule 445 and AB 341.					
Refer to Appendix 11.7, <i>Air Quality/Greenhouse Gas Emissions/Energy Data</i> for detailed model input/output data.					

Direct Project-Related Sources of Greenhouse Gases

Construction Emissions

Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operation emissions.¹³ As shown in Table 5.9-1, the proposed project would result in 153.17 MTCO₂e per year when amortized over 30 years (or a total of 4,595.17 MTCO₂e in 30 years).

Area Source

Area source emissions were calculated using CalEEMod and project-specific land use data. Project-related area sources include exhaust emissions from landscape maintenance equipment, such as lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the site. As noted in Table 5.9-1, the proposed project would result in 184.99 MTCO₂e per year of area source GHG emissions.

¹³ The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008).

Mobile Source

According to the Transportation Impact Analysis, the proposed project would generate an increase of 7,455 daily trips, 653 a.m. peak hour trips, and 771 p.m. peak hour trips. Based on the proposed project-generated daily vehicle trips, the proposed project would result in an increase of approximately 8,331.07 MTCO_{2e} per year of mobile source-generated GHG emissions; refer to [Table 5.9-1](#). As shown in [Table 5.9-1](#), the predominant source of the proposed project GHG emissions would come from mobile emissions. The project would be required to use fuel sources that comply with the CARB LCFS, which would reduce fuel reducing carbon intensity 18 percent by 2030, up from 10 percent in 2020. It should be noted that neither the lead agency, nor the project applicant has authority to control the rates of GHG emissions from vehicles that would travel to and from the proposed project.

Refrigerant

Refrigerants are substances used in equipment for air conditioning and refrigeration. Most of the refrigerants used today are HFCs or blends thereof, which can have high global warming potentials (GWP) values. All equipment that uses refrigerants has a charge size (i.e., quantity of refrigerant the equipment contains), and an operational refrigerant leak rate, and each refrigerant has a GWP that is specific to that refrigerant. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime, and then derives average annual emissions from the lifetime estimate. As noted in [Table 5.9-1](#), the proposed project would result in 57.34 MTCO_{2e} per year of GHG emissions from refrigerants.

Indirect Project-Related Sources of Greenhouse Gases

Energy Consumption

Energy consumption emissions were calculated using the CalEEMod model and project specific land use data. On-site electricity and natural gas would be provided by Southern California Edison (SCE) and Southern California Gas (SoCal Gas), respectively. As shown in [Table 5.9-1](#), the project would indirectly result in 2,537.21 MTCO_{2e}/year GHG emissions due to energy consumption.

Solid Waste

Solid waste emissions associated with operations of the project were calculated using the CalEEMod model and project-specific land use data. Per AB 341, the project would be required to reduce, recycle, or compost at least 50 percent of the solid waste generated. Therefore, a 50 percent reduction in solid waste was modeled in the CalEEMod. [Table 5.9-1](#) shows the project's operational solid waste emissions, which would result in 114.87 MTCO_{2e}/year.

Water Demand

The Golden State Water Company (GSWC) would be the main water supply provider to the proposed project. Central Basin Municipal Water District provides reclaimed water to the general area as well. The project's water supply would be provided by local surface water, groundwater, as well as recycled water sources. The project would result in 122.02 MTCO_{2e}/year, refer to [Table 5.9-1](#).

Total Project-Related Sources of Greenhouse Gases

As shown in [Table 5.9-1](#), the total amount of project related operational GHG emissions from direct and indirect sources combined would be 11,500.67 MTCO_{2e} per year. The City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions, while the SCAQMD has recommended an interim screening threshold of 3,000 MTCO_{2e} per year for all non-industrial projects which is conservatively used for purposes of this analysis. As such, impacts in this regard would be significant and unavoidable.

CONCLUSION

The primary source of project-related emissions would be from mobile-source emissions generated by the project-related vehicle trips, followed by energy sector emissions and water demand sector emissions. The proposed project has development standards and design features that contribute to reducing GHG emissions. The project would redevelop the infill project site with a mixed-use transit-oriented community with a mix of office/retail, multi-family residential uses, and park land uses. The project is in proximity to the Norwalk-Santa Fe Springs Metrolink Station, which is approximately 0.2- to 0.5-miles northeast of the project site. Further, the project site is located within a pedestrian-oriented area and would include pedestrian and bicycle connection to the nearby Metrolink station. The project site is in an urbanized area and within walking and biking distance to existing commercial and neighborhood-serving retail uses. The project would include a new neighborhood commercial center that would provide restaurants and businesses that provide goods and services that people would frequently use to take care of their personal and household needs. The project would also provide bicycle parking spaces in accordance with CALGreen Code. The proposed project would include operational emission reductions in compliance with Assembly Bill 341 (at least 50 percent of solid waste generated to be reduced, recycled, or composted). In addition, SCAQMD Rule 445 (gaseous-fueled fireplaces and stoves only; no wood burning devices) were applied to the proposed project CalEEMod run.

Mitigation Measures GHG-1 and GHG-2 would require installation of electric-vehicle-capable charging spaces in the residential building and public garage to be developed as part of the project (not the existing parking structure that would also be used for parking) to meet the Tier 2 voluntary standards of CALGreen and would require that the new residential buildings to be 100 percent electric. With implementation of requiring all electricity for residential heating/cooling, cooking, water heating, and other appliances (Mitigation Measure GHG-1), GHG emissions would be slightly reduced, but would continue to exceed the SCAQMD Working Group threshold of 3,000 MTCO_{2e}/yr as a result of mobile-source emissions generated by the nonresidential and residential land uses. However, as noted above, the project is in proximity to the Norwalk-Santa Fe Springs Metrolink Station, which is approximately 0.2- to 0.5-miles northeast of the project site. Furthermore, the project would incorporate features to encourage transit use throughout the day such as a mix of uses, high-quality pedestrian and bicycle access, narrow streets, and reduced parking requirements. The Norwalk Transit Village Specific Plan would also develop Class II and III bike lanes. Pedestrian circulation would be provided throughout the project area via walkways and linear parks, as well as pedestrian crossings. The project would include features promote alternative transportation methods, such as landscaped parkways, pedestrian walkways, bus transit stops, street furniture, and widened pedestrian zones, and electric vehicle charging station. These design features would minimize GHG emissions during operation. The majority of the emissions come from mobile sources, which primarily depend on the

prerogative of future residents/employees/visitors with regard to their preferred method of transportation. In addition, fuel efficiency and emission standards are regulated at the State level, and these regulations are becoming more stringent over the years to reduce mobile source emissions. However, as the individual preferences and Statewide regulations are beyond the control of the project applicant and City, it is not feasible to reduce the emissions to below the threshold. Consequently, despite implementation of GHG-1 and GHG-2, project-related GHG impacts would continue to be significant and unavoidable.

Mitigation Measures:

GHG-1 The project applicant shall design and build all multi-family residential units to meet/include the following:

- Tier 2 requirements for Division A5.1, Planning and Design, as outlined under Sections A5.106.5.1.2 and A5.106.5.1.3 of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code for Designated Parking for Clean Air Vehicles.
- Tier 2 requirements for Division A5.1, Planning and Design, as outlined under Section A5.106.5.3.2 of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code for Electric Vehicle (EV) Charging.
- Tier 2 requirements for Division A5.2, Energy Efficiency, as outlined under Section A5.203.1.2.2 of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code.
- Tier 2 requirements for Division A5.211, Renewable Energy, of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code.
- Tier 2 requirements for Division A5.3, Water Efficiency and Conservation, as outlined under Section A5.303.2.3.2 of Appendix A5, Nonresidential Voluntary Measures, of the 2022 California Green Building Standards Code.
- No wood-burning or gas-powered fireplaces shall be installed in any of the dwelling units.
- All buildings shall be electric, meaning that electricity is the primary source of energy for water heating; heating, ventilation, and air conditioning (HVAC) (i.e., space-heating and space cooling); cooking; and clothes-drying.
- All major appliances provided/installed (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) shall be electric-powered EnergyStar-certified or of equivalent energy efficiency, where applicable.

Prior to the issuance of building permits for new development projects within the project site, the project applicant shall provide documentation (e.g., building plans, site plans) to the City of Norwalk Planning Division to verify implementation of the design

requirements specified in this mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements.

GHG-2 The project developer shall design the non-residential portion of the project to:

- Provide electric vehicle (EV) charging stations. At minimum, the number of EV charging stations shall equal the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards Code.
- Provide parking for low-emitting, fuel-efficient, and carpool/van vehicles. At minimum, the number of preferential parking spaces shall equal to the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards.

Prior to the issuance of building permits for new development projects on the project site, the project developer shall provide documentation (e.g., site plans) to the City of Norwalk Planning Division to verify implementation of the of the design requirements specified in this mitigation measure. Prior to the issuance of the certificate of occupancy, the City shall verify implementation of these design requirements.

Level of Significance: Significant and Unavoidable Impact.

GHG-2 IMPLEMENTATION OF THE PROPOSED PROJECT COULD CONFLICT WITH AN APPLICABLE GREENHOUSE GAS REDUCTION PLAN, POLICY, OR REGULATION.

Impact Analysis: The project’s GHG plan consistency analysis is based on the project’s consistency with the 2020-2045 RTP/SCS, 2022 Scoping Plan, City’s Energy Action Plan, and applicable goals found within the General Plan. The 2020-2045 RTP/SCS is a regional growth-management strategy that targets per-capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region. The 2020-2045 RTP/SCS incorporates local land use projections and circulation networks in city and county general plans. The 2022 Scoping Plan contains the GHG reductions, technology, and clean energy mandated by statutes. The City’s Energy Action Plan and General Plan contain energy efficient goals and policies that would help implement energy efficient measures and would subsequently reduce energy consumption and GHG emissions within the City.

CONSISTENCY WITH THE SCAG 2020-2045 RTP/SCS

On September 3, 2020, the Regional Council of SCAG formally adopted the 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS includes performance goals that were adopted to help focus future investments on the best-performing projects; and different strategies to preserve, maintain, and optimize the performance of the existing transportation system. The SCAG 2020-2045 RTP/SCS is forecast to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars by eight percent below 2005 levels by 2020 and 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018. Five key SCS strategies are included in the 2020-2045 RTP/SCS to help the region meet its regional VMT and GHG reduction goals, as required by the State. *Table 5.9-2, Consistency with the 2020-2045 RTP/SCS*, shows the project’s consistency with these five strategies found within the 2020-2045 RTP/SCS. As shown therein, the proposed project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

CONSISTENCY WITH THE 2022 CARB SCOPING PLAN UPDATE

The 2022 Scoping Plan identifies reduction measures necessary to achieve the goal of carbon neutrality by 2045 or earlier. Actions that reduce GHG emissions are identified for each AB 32 inventory sector. Provided in Table 5.9-3, *Consistency with the 2022 Scoping Plan: AB 32 GHG Inventory Sectors*, is an evaluation of applicable reduction actions/strategies by emissions source category to determine how the project would be consistent with or exceed reduction actions/strategies outlined in the 2022 Scoping Plan.

CONSISTENCY WITH THE CITY'S ENERGY ACTION PLAN AND GENERAL PLAN

As described in Table 5.10-4, *Energy Action Plan and General Plan Project Consistency Analysis*, the project would comply with the applicable goals identified in the City's Energy Action Plan and General Plan. The Energy Action Plan and General Plan contain energy efficient goals and policies that would help implement energy efficient measures and would subsequently reduce energy consumption within the City. These energy reduction measures and goals would also help reduce the project's GHG emissions. Compliance with Title 24 and CALGreen Code would ensure the project incorporates efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, as well as water efficient fixtures and electric vehicles charging infrastructure, which is consistent with the goals and policies of the Energy Plan and General Plan. Additionally, per the Renewables Portfolio Standard (RPS), the project would utilize electricity provided by SCE that would achieve 60 percent renewable energy by 2030. Therefore, the proposed project would be consistent with the Energy Plan and General Plan goals to reduce energy consumption and GHG emissions.

CONCLUSION

In summary, the plan consistency analysis provided above demonstrates that the proposed project complies with or exceeds the plans, policies, regulations and GHG reduction actions/strategies outlined in the 2020-2045 RTP/SCS and the 2022 Scoping Plan. The proposed project would also be consistent with the City's Energy Action Plan and General Plan; refer to Section 5.10, *Energy*. Therefore, the project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

**Table 5.9-2
Consistency with the 2020-2045 RTP/SCS**

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Focus Growth Near Destinations and Mobility Options		
<ul style="list-style-type: none"> • Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations • Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets • Plan for growth near transit investments and support implementation of first/last mile strategies • Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) • Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking) 	<p>Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.</p>	<p>Consistent. Transit Priority Areas (TPAs) are defined in the 0.5-mile radius around an existing or planned major transit stop or an existing stop along a High-Quality Transit Corridor (HQTC). A HQTC is defined as a corridor with fixed route bus service frequency of 15 minutes (or less) during peak commute hours. The project proposes the Norwalk Transit Village Specific Plan and Tentative Tract Map to redevelop the infill project site with a mixed-use transit-oriented community with a mix of office/retail, multi-family residential uses, and park land uses. The project is in proximity to the Norwalk-Santa Fe Springs Metrolink Station, which is approximately 0.2- to 0.5-miles northeast of the project site. Further, the project site is located within a pedestrian-oriented area given that it fronts existing sidewalks to the west and would include pedestrian and bicycle connection to the nearby Metrolink station. The project site is in an urbanized area and within walking and biking distance to existing commercial and neighborhood-serving retail uses. The project would include a new neighborhood commercial center that would provide restaurants and businesses that provide goods and services that people would frequently use to take care of their personal and household needs. The project would also provide bicycle parking spaces in accordance with CALGreen Code. Therefore, the project would focus growth near destinations and mobility options.</p>
Promote Diverse Housing Choices		
<ul style="list-style-type: none"> • Preserve and rehabilitate affordable housing and prevent displacement • Identify funding opportunities for new workforce and affordable housing development • Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply 	<p>PGA, Job Centers, HQTAs, NMA, TPAs, Livable Corridors, Green Region, Urban Greening.</p>	<p>Consistent. The proposed project would include at least 40 percent affordable residential units. In addition, the project’s residential units are proposed to be a range of housing types, including apartments and townhomes. Additionally, besides a newly proposed commercial center with commercial/retail uses and a 150-key hotel, each residential block would be permitted to contain ground floor commercial uses. As such, the proposed project would help increase</p>

Table 5.9-2, continued

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
<ul style="list-style-type: none"> Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions 		<p>housing supply within a compact area with potential jobs, commercial uses, as well as access to a HQTa. Therefore, the project would be consistent with this reduction strategy.</p>
Promote a Green Region		
<ul style="list-style-type: none"> Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration Integrate local food production into the regional landscape Promote more resource efficient development focused on conservation, recycling and reclamation Preserve, enhance and restore regional wildlife connectivity Reduce consumption of resource areas, including agricultural land Identify ways to improve access to public park space 	<p>Green Region, Urban Greening, Greenbelts and Community Separators.</p>	<p>Consistent. The proposed project consists of a mixed-use development in an urbanized area and would therefore not interfere with regional wildlife connectivity or consumption of agricultural land. The project would provide open space through a combination of common and private areas, such as a 1.56-acre park and 2.06 acres of linear parks; this publicly accessible network of parks and linear parks/greenways would run through the project site and connect to Zimmerman Park. In addition, the project would be required to comply with 2022 Title 24 standards and CALGreen Code, which would help reduce energy consumption and reduce GHG emissions. Thus, the project would support efficient development that reduces energy consumption and GHG emissions. The project would be consistent with this reduction strategy.</p>
Leverage Technology Innovations		
<ul style="list-style-type: none"> Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a “mobility wallet,” an app-based system for storing transit and other multi-modal payments Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation 	<p>HQTa, TPAs, NMA, Livable Corridors.</p>	<p>Consistent. The project would be required to comply with all applicable Title 24 and CALGreen building codes at the time of construction, such as EV charging stations, bike parking and storage, and photovoltaic solar panels on residential development. The project would be close to transit center. Furthermore, the project would incorporate features to encourage transit use throughout the day such as a mix of uses, high-quality pedestrian and bicycle access, narrow streets, and reduced parking requirements. The Specific Plan would also develop Class II and III bike lanes. The project would include features to promote alternative transportation methods, such as landscaped parkways, pedestrian walkways, bus transit stops, street furniture, and widened pedestrian zones, and electric vehicle charging station. The project would also provide bicycle parking, loading areas, and a convenient ride share/passenger pick-up and drop-off area to accommodate various transportation modes and</p>

Table 5.9-2, continued

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
		technologies. Therefore, the project would leverage technology innovations and help the City, County, and State meet its GHG reduction goals. The project would be consistent with this reduction strategy.
Support Implementation of Sustainability Policies		
<ul style="list-style-type: none"> • Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions • Support Statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations • Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space • Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies • Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region • Continue to support long range planning efforts by local jurisdictions • Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy 	Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.	Consistent. This reduction strategy focuses on the collaboration between SCAG and local government to implement sustainability policies, and is not applicable to individual development projects. Nevertheless, as previously discussed, the proposed project would be located in close proximity of Norwalk Transit Center, which would promote alternative modes of transportation. Further, the project would comply with sustainable practices included in the Title 24 standards and CALGreen Code. Thus, the project would be consistent with this reduction strategy.
Source: Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal, September 3, 2020.		

**Table 5.9-3
Consistency with the 2022 Scoping Plan: AB 32 GHG Inventory Sectors**

Actions and Strategies	Project Consistency Analysis
Smart Growth / Vehicles Miles Traveled (VMT)	
Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045.	Consistent. The project proposes the Norwalk Transit Village Specific Plan and Tentative Tract Map to redevelop the infill project site with a mixed-use transit-oriented community with a mix of retail/hospitality, multi-family residential uses, and park land uses. The proposed mixed-use development would reduce VMT by providing commercial land use at each residential block. Additionally, the project would provide electric vehicle charging stations and bicycle parking spaces, which would promote alternative mode of transportation that can reduce VMT. The proximity of commercial uses and existing and future housing units within the project site would reduce vehicle miles traveled (VMT) by offering alternate modes of traveling (e.g., walking, bicycling, public transit) throughout the area. As such, the project would be consistent with this action.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.	Consistent. The City of Norwalk has not adopted an ordinance or program limiting the use of natural gas for on-site cooking and/or heating. However, if adopted, the project would comply with the applicable goals or policies limiting the use of natural gas equipment in the future. Furthermore, the project would install high efficiency lighting and appliances. As such, the project would be consistent with this action.
Food Products	
Achieve 7.5% of energy demand electrified directly and/or indirectly by 2030 and 75% by 2045.	Consistent. As mentioned above, the project would comply with the applicable goals or policies limiting the use of natural gas equipment in the future. As such, the project would be consistent with this action.
Non-combustion Methane Emissions	
Divert 75% of organic waste from landfills by 2025.	No Conflict. The project would comply with AB 341. As such, the project would have no conflict with this action.
Source: California Air Resources Board, 2022 Scoping Plan, November 16, 2022.	

5.9.5 CUMULATIVE IMPACTS

Table 4-1, *Cumulative Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following discussions are included per topic area to determine whether a significant cumulative effect would occur.

- **GREENHOUSE GAS EMISSIONS GENERATED BY THE PROJECT AND OTHER RELATED CUMULATIVE PROJECTS COULD HAVE A SIGNIFICANT CUMULATIVE IMPACT ON GLOBAL CLIMATE CHANGE OR COULD CONFLICT WITH AN APPLICABLE GREENHOUSE GAS REDUCTION PLAN, POLICY, OR REGULATION.**

Impact Analysis: Project-related GHG emissions are not confined to a particular air basin; instead, GHG emissions are dispersed worldwide. No single project is large enough to result in a measurable increase in global concentrations of GHG emissions. Therefore, impacts identified under Impact Statement GHG-1 are not project-specific impacts to global climate change, but the proposed project's contribution to this cumulative impact. GHG impacts are recognized as exclusively cumulative impacts, and there are no non-cumulative GHG emission impacts from a climate change perspective. As such, significant direct impacts associated with the project also serve as the project's cumulative impact. As analyzed in Impact Statements GHG-1, the project would have significant and unavoidable impacts. Thus, the project would cumulatively contribute to GHG impacts and impacts in this regard would be significant and unavoidable.

Mitigation Measures: Implementation of Mitigation Measures GHG-1 and GHG-2.

Level of Significance: Significant and Unavoidable Impact.

5.9.6 SIGNIFICANT UNAVOIDABLE IMPACTS

The project would generate an increase in GHG emissions, either directly or indirectly, that would have a significant impact on the environment despite implementation of Mitigation Measures GHG-1 and GHG-2.

5.10 ENERGY

This section analyzes potential project impacts related to energy consumption and energy plan consistency. Such impacts include the depletion of nonrenewable resources (e.g., oil, coal, etc.) and emissions of pollutants during both construction and operations. Mitigation measures are recommended to avoid or reduce potential impacts, if any.

5.10.1 EXISTING SETTING

ELECTRICITY SERVICES

Southern California Edison (SCE) provides electrical services in most areas of the Los Angeles County, including the City of Norwalk (City), through State-regulated public utility contracts. Over the past 15 years, electricity generation in California has undergone a transition. Historically, California has relied heavily on oil- and gas-fired plants to generate electricity. Spurred by regulatory measures and tax incentives, California's electrical system has become more reliant on renewable energy sources, including cogeneration, wind energy, solar energy, geothermal energy, biomass conversion, transformation plants, and small hydroelectric plants. Unlike petroleum production, generation of electricity is usually not tied to the location of the fuel source and can be delivered great distances via the electrical grid. The generating capacity of a unit of electricity is expressed in megawatt (MW). One MW provides enough energy to power 1,000 average California homes per day. Net generation refers to the gross amount of energy produced by a unit; minus the amount of energy the unit consumes. Generation is typically measured in megawatt-hours (MWh), kilowatt-hours (kWh), or gigawatt-hours (GWh).

The Southern California Gas Company (SoCalGas) provides natural gas services to the City. Natural gas is a hydrocarbon fuel found in reservoirs beneath the earth's surface and is composed primarily of methane (CH₄). It is used for space and water heating, process heating and electricity generation, and as transportation fuel. Use of natural gas to generate electricity is expected to increase in the coming years because it is a relatively clean alternative to other fossil fuels like oil and coal. In California and throughout the western United States, many new electrical generation plants that are fired by natural gas are being brought online. Thus, there is great interest in importing liquefied natural gas from other parts of the world. Nearly 45 percent of the electricity consumed in California was generated using natural gas.¹ While the supply of natural gas in the United States and production has increased greatly, California produces little, and imports 90 percent of its natural gas.²

ENERGY USAGE

Energy usage is typically quantified using the British Thermal Unit (BTU). Total energy usage in California was 6,922.8 trillion BTU in 2020 (the most recent year for which this specific data is

¹ California Energy Commission, *Supply and Demand of Natural Gas in California*, <https://www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california>, accessed March 20, 2023.

² Ibid.

available), which equates to an average of 175 million BTU per capita.^{3,4} Of California’s total energy usage, the breakdown by sector is 43.0 percent transportation, 26.0 percent industrial, 13.5 percent commercial, and 17.5 percent residential.⁵ Electricity and natural gas in California are generally consumed by stationary users such as residences and commercial and industrial facilities, whereas petroleum consumption is generally accounted for by transportation-related energy use. In 2021, taxable gasoline sales (including aviation gasoline) in California accounted for 13,060,407,775 gallons of gasoline.⁶

The electricity consumption attributable to Los Angeles County from 2012 to 2021 is shown in Table 5.10-1, *Electricity Consumption in Los Angeles County 2012-2021*.⁷ As indicated in Table 5.10-1, energy consumption in Los Angeles County peaked in 2014 and has decreased every year since.

**Table 5.10-1
Electricity Consumption in Los Angeles County 2012-2021**

Year	Electricity Consumption (in millions of kilowatt hours)
2012	69,248
2013	68,342
2014	69,924
2015	69,503
2016	69,390
2017	68,632
2018	67,887
2019	66,805
2020	65,650
2021	65,374

Source: California Energy Commission, *Electricity Consumption by County*, <http://www.ecdms.energy.ca.gov/elecbycounty.aspx>, accessed December 13, 2022.

The natural gas consumption in Los Angeles County from 2011 to 2021 is shown in Table 5.10-2, *Natural Gas Consumption in Los Angeles County 2011-2021*.⁸ Natural gas consumption in Los Angeles County peaked in 2013.

³ United States Census Bureau, California Population as of April 1, 2020, <https://www.census.gov/quickfacts/fact/table/CA/POP010220#POP010220>, accessed December 13, 2022.

⁴ U.S. Energy Information Administration, *Table F33: Total Energy Consumption, Price, and Expenditure Estimates, 2020*, https://www.eia.gov/state/seds/sep_fuel/html/fuel_te.html, accessed December 13, 2022.

⁵ U.S. Energy Information Administration, *California Energy Consumption by End-Use Section, 2020*, <https://www.eia.gov/beta/states/states/ca/overview>, accessed December 13, 2022.

⁶ California Department of Tax and Fee Administration, *Net Taxable Gasoline Gallons*, <https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm>, accessed December 13, 2022.

⁷ Electricity consumption data is not available for the City. The year 2021 is the most recent year for which the County’s electricity consumption data is available.

⁸ Natural gas consumption data is not available for the City. The year 2021 is the most recent year for which the County’s natural gas consumption data is available.

Table 5.10-2
Natural Gas Consumption in Los Angeles County 2011-2021

Year	Natural Gas Consumption (in millions of therms)
2011	3,055
2012	2,985
2013	3,065
2014	2,794
2015	2,761
2016	2,878
2017	2,956
2018	2,922
2019	3,048
2020	2,937
2021	2,881

Source: California Energy Commission, *Gas Consumption by County*, <http://www.ecdms.energy.ca.gov/gasbycounty.aspx>, accessed March 20, 2023.

GASOLINE/DIESEL FUELS

Automotive fuel consumption in Los Angeles County from 2011 to 2022 is shown in Table 5.10-3, *Automotive Fuel Consumption in Los Angeles County 2011-2022* (projections for the year 2022 are also shown). As shown in Table 5.10-3, on-road automotive fuel consumption in Los Angeles County has generally declined since 2016, and heavy-duty vehicle fuel consumption has steadily increased.

Table 5.10-3
Automotive Fuel Consumption in Los Angeles County 2011-2022

Year	On-Road Automotive Fuel Consumption (Gallons)	Heavy-Duty Vehicle/Diesel Fuel Consumption (Gallons)
2011	4,236,651,198	339,867,222
2012	4,198,980,534	338,853,704
2013	4,216,912,594	361,667,359
2014	4,253,550,697	362,244,178
2015	4,385,856,315	361,744,298
2016	4,505,175,042	384,515,771
2017	4,519,219,673	383,126,269
2018	4,424,988,496	387,832,414
2019	4,316,736,552	390,339,591
2020	4,227,065,544	391,991,276
2021	4,138,735,098	392,769,572
2022 (projected)	4,033,521,614	390,111,209

Source: California Air Resources Board, *EMFAC2017*, accessed on December 13, 2022.

5.10.2 REGULATORY SETTING

FEDERAL LEVEL

Federal Energy Policy and Conservation Act

The Energy and Conservation Act (EPCA) of 1975 was established in response to the 1973 oil crisis. The act created the Strategic Petroleum Reserve, established vehicle fuel economy standards, and prohibited the export of US crude oil (with a few limited exceptions). It also created Corporate Average Fuel Economy (CAFE) standards for passenger cars starting in model year 1978. The CAFE standards are updated periodically to account for changes in vehicle technologies, driver behavior, and/or driving conditions. The federal government issued new CAFE standards in 2012 for model years 2017 to 2025 that required a fleet average of 54.5 miles per gallon (mpg) for model year 2025. However, on March 30, 2020, the US Environmental Protection Agency (EPA) finalized an updated CAFE and greenhouse gas (GHG) emissions standards for passenger cars and light trucks and established new standards covering model years 2021 through 2026, known as the Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021–2026. The SAFE Vehicles Rule sets tough but feasible fuel economy and CO₂ standards that increase 1.5 percent in stringency each year from model years 2021 through 2026. These standards apply to both passenger cars and light trucks and will continue the nation’s progress toward energy independence and CO₂ reduction, while recognizing the realities of the marketplace and consumers’ interest in buying vehicles that meet all of their diverse needs.

On December 21, 2021, under direction of Executive Order (EO) 13990 issued by President Biden, the National Highway Traffic Safety Administration repealed Safer Affordable Fuel-Efficient Vehicles Rule Part One, which had preempted state and local laws related to fuel economy standards. On August 5, 2021, the National Highway Traffic Safety Administration announced new proposed fuel standards in response to EO 13990. Fuel efficiency under the standards proposed would increase eight percent annually for model years 2024 to 2026 and increase estimate fleetwide average by 12 mpg for model year 2026 relative to model year 2021.⁹

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a

⁹ National Highway Traffic Safety Administration, *USDOT Proposes Improved Fuel Economy Standards for MY 2024-2026 Passengers Cars and Light Trucks*, August 5, 2021, accessed March 21, 2023.

fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.

- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

STATE LEVEL

Renewables Portfolio Standard

SENATE BILLS 1078, 107, X1-2, AND EXECUTIVE ORDER

The California Renewables Portfolio Standard (RPS) Program was established in 2002 under SB 1078 (Sher) and 107 (Simitian). The RPS program required investor-owned utilities, electric service providers, and community choice aggregators to increase the use of eligible renewable energy resources to 33 percent of total procurement by 2020. Initially under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. EO S-14-08 was signed in November 2008, which expanded the state's Renewable Energy Standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). The California Public Utilities Commission (CPUC) is required to provide quarterly progress reports on progress toward RPS goals. This has accelerated the development of renewable energy projects throughout the state. For year 2020, the three largest retail energy utilities provided an average of 43 percent of their supplies from renewable energy sources.

SENATE BILL 350

Senate Bill 350 (De Leon), was signed into law September 2015. SB 350 establishes tiered increases to the RPS of 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

SENATE BILL 100

On September 10, 2018, Governor Brown signed SB 100, which replaces the SB 350 requirements. Under SB 100, the RPS for public-owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. SB 100 also established a new RPS requirement of 50 percent by 2026. Furthermore, the bill establishes an overall state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

California’s Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24)

In 1978, the California Energy Commission (CEC) established the Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as “Title 24,” California’s energy efficiency standards for residential and non-residential buildings, in response to a legislative mandate to create uniform building codes to reduce California’s energy consumption and provide energy efficiency standards for residential and non-residential buildings. The 2022 Title 24 became effective on January 1, 2023. 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 encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Title 24 standards.

California Green Building Code

The 2022 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, took effect on January 1, 2023. CALGreen is the first-in-the-nation mandatory green buildings standards code. The California Building Standards Commission developed CALGreen in an effort to meet the State’s landmark initiative Assembly Bill (AB) 32 goals, which established a comprehensive program of cost-effective reductions of greenhouse gas (GHG) emissions to 1990 levels by 2020. CALGreen was developed to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, and healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.

California Public Utilities Commission Energy Efficiency Strategic Plan

The California Public Utilities Commission prepared an Energy Efficiency Strategic Plan (Strategic Plan) in September 2008 with the goal of promoting energy efficiency and a reduction in greenhouse gases. In January 2011, a lighting chapter was adopted and added to the Strategic Plan. The Strategic Plan is California’s single roadmap to achieving maximum energy savings in the State between 2009 and 2020, and beyond 2020. The Strategic Plan contains the practical strategies and actions to attain significant statewide energy savings, as a result of a year-long collaboration by energy experts, utilities, businesses, consumer groups, and governmental organizations in California, throughout the West, nationally and internationally. The plan includes the four bold strategies:

1. All new residential construction in California will be zero net energy by 2020;
2. All new commercial construction in California will be zero net energy by 2030;

3. Heating, ventilation and air condition (HVAC) will be transformed to ensure that its energy performance is optimal for California’s climate; and
4. All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

California Energy Commission Integrated Energy Policy Report

In 2002, the California State legislature adopted Senate Bill (SB) 1389, which requires the CEC to develop an Integrated Energy Policy Report (IEPR) every two years. SB 1389 requires the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices, and use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the State's economy, and protect public health and safety.

The CEC adopted the 2021 integrated energy policy report (2021 IEPR) Volume I, Volume II, and Volume IV on February 1, 2022 and Volume III on February 24, 2022.¹⁰ The 2021 IEPR provides information and policy recommendations on advancing a clean, reliable, and affordable energy system for all Californians.¹¹ Volume I of the 2021 IEPR addresses actions needed to reduce the GHG emissions related to the buildings in which Californians live and work, with an emphasis on energy efficiency; Volume II examines actions needed to increase the reliability and resiliency of California’s energy system; Volume III looks at the evolving role of gas in California’s energy system; and Volume IV reports on California’s energy demand outlook, including a forecast to 2035 and long-term energy demand scenarios of 2050. The 2021 IEPR builds on the goals and work in response to AB 758 (Energy: energy audit), SB 350 (Clean Energy and Pollution Reduction Act), AB 3232 (Zero-emissions buildings and sources of heat energy), and the 2019 IEPR to further a comprehensive approach toward decarbonizing buildings in a cost-effective and equitable manner. For the 2021 IEPR, the CEC extends the forecast timeframe to 15 years to coincide with several state goals that are planned for 2035 and improves methodologies to better quantify and predict the likelihood, severity, and duration of future extreme heat events.

LOCAL LEVEL

City of Norwalk General Plan

The *City of Norwalk General Plan* (General Plan) includes the following policies with regards to energy:

UTILITY INFRASTRUCTURE ELEMENT

OBJECTIVE:

- To ensure that public infrastructure improvements are compatible with development.

¹⁰ California Energy Commissions, *2021 Integrated Energy Policy Report*, <https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2021-integrated-energy-policy-report>, accessed December 13, 2022.

¹¹ California Energy Commissions, *Final 2021 Integrated Energy Policy Report Volume I Building Decarbonization*, February 2022.

POLICIES:

- Continue to plan for and coordinate the implementation of infrastructure requirements to meet development demands.
- Encourage energy conservation in both public and private buildings.

City of Norwalk Energy Action Plan

The City adopted the *City of Norwalk Energy Action Plan* (EAP) on December 2, 2015. The focus of this EAP centers upon California’s energy policy, specifically Assembly Bill 32 – Global Warming Solutions Act (AB 32) and aim for statewide decrease of greenhouse gas emissions to 1990 levels by the year 2020. The City will promote preservation of resources for the mutual benefit of its staff and the general public based on the City’s *2020 Vision Strategic Action Plan*, published by the Norwalk City Council. The City initiated energy efficiency policy following input from its residents, business owners, service organizations, public agencies and stakeholders. The EAP was developed to serve as a guide for energy reductions throughout municipal operations and includes strategies to achieve energy reduction.

- “Support and invest in energy efficient and environmentally friendly technologies to develop sustainable infrastructure, reduce City’s carbon footprint and lower long-term costs.”

5.10.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in [Appendix 11.1](#), of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

- a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (refer to Impact Statement EN-1); and/or
- b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency (refer to Impact Statement EN-2).

Based on these standards/criteria, the effects of the project have been categorized as either a “less than significant impact” or a “potentially significant impact.” If a potentially significant impact cannot be reduced to a less than significant level through the application of goals, policies, standards, or mitigation, it is categorized as a significant and unavoidable impact.

Appendix F of the *CEQA Guidelines* is an advisory document that assists EIR preparers in determining whether a project would result in the inefficient, wasteful, and unnecessary consumption of energy. The analysis in Impact Statement EN-1 relies upon Appendix F of the *CEQA Guidelines*, which includes the following criteria to determine whether this threshold of significance is met:

- **Criterion 1:** The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
- **Criterion 2:** The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- **Criterion 3:** The effects of the project on peak and base period demands for electricity and other forms of energy.
- **Criterion 4:** The degree to which the project complies with existing energy standards.
- **Criterion 5:** The effects of the project on energy resources.
- **Criterion 6:** The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

5.10.4 IMPACTS AND MITIGATION MEASURES

ENERGY CONSUMPTION

EN-1 THE PROJECT COULD RESULT IN WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES.

Impact Analysis: Electricity and fuel consumption associated with the project has been prepared utilizing the California Emissions Estimator Model Version 2022.1 (CalEEMod) and the 2021 CARB Emission FACtor (EMFAC2021) model. Energy consumption was calculated for the project; refer to Appendix 11.7, *Air Quality/Greenhouse Gas/Energy Data*. Under existing conditions, a nominal portion of the project site is being used for temporary DSH satellite facility operations. As a conservative analysis, emissions from existing uses on-site were not modeled or deducted from project-generated emissions. The project's electricity and fuel consumption depicted in Table 5.10-4, *Project and Countywide Energy Consumption*, summarize the estimated energy consumption for the project. It should be noted that these estimates represent gross consumption for the project and do not include consumption generated by current on-site uses, which is a conservative analysis. As shown in Table 5.10-4, the project's energy usage would constitute an approximate 0.0104 percent increase over the County's typical annual electricity consumption, and an approximate 0.0059 percent increase over the County's typical annual natural gas consumption. Additionally, the project's off-road construction equipment diesel fuel consumption, on-road construction fuel consumption, and operational vehicle fuel consumption would increase Los Angeles County's consumption by 0.3188 percent, 0.0067 percent, and 0.0354 percent, (**CEQA Appendix F - Criterion 1**).

**Table 5.10-4
Project and Countywide Energy Consumption**

Energy Type	Project Annual Energy Consumption ^{1,2}	Los Angeles County Annual Energy Consumption ³	Percentage Increase Countywide
Electricity Consumption ⁴	6,769 MWh	65,374,721 MWh	0.0104%
Natural Gas Consumption ⁴	168,712 Therms	2,880,994,891 Therms	0.0059%
Fuel Consumption			
Construction Off-road Fuel Consumption ⁴	133,664 Gallons	41,923,518 Gallons	0.3188%
Construction On-road Fuel Consumption ⁴	284,013 Gallons	4,263,453,040 Gallons	0.0067%
Operational Automotive Fuel Consumption ⁴	1,401,490 Gallons	3,961,337,580 Gallons	0.0354%
Notes:			
1. It should be noted that these estimates represent gross emissions for the project and do not include emissions generated by current on-site uses, which consist of temporary DSH satellite facility operations on a nominal portion of the project site. As such, these project emissions are conservative.			
2. As modeled in CalEEMod version 2022.1.			
3. The project's electricity and natural gas consumption are compared to the total consumption in Los Angeles County in 2021. Los Angeles County electricity consumption data source: California Energy Commission, <i>Electricity Consumption by County</i> , http://www.ecdms.energy.ca.gov/elecbycounty.aspx , accessed December 13, 2022. Los Angeles County natural gas consumption data source: California Energy Commission, <i>Gas Consumption by County</i> , http://www.ecdms.energy.ca.gov/gasbycounty.aspx , accessed March 20, 2023.			
4. Project fuel consumption is calculated based on CalEEMod results for the project. Trip generation and vehicle miles traveled modeled are based on <i>Norwalk Transit Village Transportation Impact Analysis</i> prepared by Michael Baker International, dated March 8, 2023. Countywide fuel consumption is from the California Air Resources Board's EMFAC2021 model for automotive fuel consumption, on-road construction fuel consumption, and off-road construction equipment diesel fuel consumption. The project's on-road construction fuel consumption and off-road construction equipment diesel fuel consumption are compared with the projected Countywide fuel consumption in 2024. The project's automotive fuel consumption is compared with the projected Countywide fuel consumption in 2030.			
Refer to Appendix 11.7 for assumptions used in this analysis.			

CONSTRUCTION-RELATED ENERGY

During construction, the project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during grading, paving, building construction, and architectural coatings. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest EPA and California Air Resources Board (CARB) engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. In addition, because the cost of fuel and transportation is a significant aspect of construction budgets, contractors and owners have a strong financial incentive to avoid wasteful,

inefficient, and unnecessary consumption of energy during construction (**CEQA Appendix F - Criterion 4**).

Significant reductions in energy inputs for construction materials can be achieved by selecting green building materials composed of recycled materials that require less energy to produce than non-recycled materials.¹² The integration of green building materials can help reduce environmental impacts associated with the extraction, transport, processing, fabrication, installation, reuse, recycling, and disposal of these building industry source materials.¹³ The proposed Specific Plan also encourages selecting sustainable construction materials and products wherever possible. The project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. As indicated in Table 5.10-4, the project's off-road fuel consumption and on-road fuel consumption from construction would be approximately 133,664 gallons and 284,013 gallons, respectively. The project's off-road fuel consumption and on-road fuel consumption from construction would increase off-road construction equipment diesel fuel use and on-road vehicle fuel consumption in the County by approximately 0.3188 percent and 0.0067 percent, respectively. As such, construction would have a nominal effect on the local and regional energy supplies (**CEQA Appendix F - Criterion 2**). It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or State (**CEQA Appendix F - Criterion 5**). Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. As such, a less than significant impact would occur in this regard.

OPERATIONAL ENERGY CONSUMPTION

Transportation Energy Demand

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with Federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 5.10-4 estimates the annual fuel consumed by vehicles traveling to and from the project site. As indicated in Table 5.10-4, project operation is estimated to consume approximately 1,401,490 gallons of fuel per year, which would increase the Countywide automotive fuel consumption by 0.0354 percent. As such, the project does not propose any unusual features that would result in excessive long-term operational fuel consumption (**CEQA Appendix F - Criterion 2**).

The key drivers of transportation-related fuel consumption are job locations/commuting distance and many personal choices on when and where to drive for various purposes. Those factors are outside

¹² California Department of Resources Recycling and Recovery, *Green Building Materials*, <https://www.calrecycle.ca.gov/greenbuilding/materials#Material>, accessed December 21, 2022.

¹³ Ibid.

of the scope of the design of the project. However, the project would include on-site electric vehicle charging stations in parking lots and bicycle parking and storage spaces in compliance with the CALGreen Code. This project design feature would encourage and support the use of electric vehicles by residents, workers, and visitors of the project and thus reduce petroleum fuel consumption. The project would propose a commercial center on-site and a commercial land use at each residential block would further reduce fuel consumption. Additionally, the project is a transit-oriented development in a walking/biking distance of the transit station that encourages biking and walking as alternative modes of transportations(**CEQA Appendix F - Criterion 4 and Criterion 6**).

Therefore, fuel consumption associated with vehicle trips generated by the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. A less than significant impact would occur.

Building Energy Demand

The CEC developed 2020 to 2035 forecasts for energy consumption and peak demand in support of the 2021 IEPR for each of the major electricity and natural gas planning areas and the State based on the economic and demographic growth projections.¹⁴ CEC forecasts that the Statewide annual average growth rates of energy demand between 2021 and 2030 would be 1.3 percent to 2.3 percent for electricity and less than 0.1 percent to 0.8 percent increase for natural gas.¹⁵ As shown in Table 5.10-4, operational energy consumption of the project would represent approximately 0.0104 percent increase in electricity consumption and 0.0059 percent increase in natural gas consumption over the current Countywide usage, which would be significantly below CEC's forecasts and the current Countywide usage and conservatively does not account for any existing energy consumption on the project site. Therefore, the project would be consistent with the CEC's energy consumption forecasts and would not require additional energy capacity or supplies (**CEQA Appendix F - Criterion 2**). The project would also consume energy during the same time periods as other residential development. As a result, the project would not result in unique or more intensive peak or base period electricity demand (**CEQA Appendix F - Criterion 3**).

The project would be required to comply with the most current version of the Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the 2022 Title 24 standards significantly reduces energy usage. The Title 24 Building Energy Efficiency Standards are updated every three years and become more stringent between each update; therefore, complying with the latest 2022 Title 24 standards would make the project more energy efficient than other existing aged buildings in the region that were built under the earlier versions of the Title 24 standards. Compliance with 2022 Title 24 standards would also ensure the project would be consistent with EAP by incorporating sustainable building design features to save energy consumptions (**CEQA Appendix F - Criterion 4**).

¹⁴ California Energy Commission, *Final 2021 Integrated Energy Policy Report Volume IV California Energy Demand Forecast*, February 2022. Annual average growth rates of electricity demand and natural gas per capita demand are shown in Figure 10 and Figure 14, respectively.

¹⁵ Ibid.

Furthermore, the electricity provider, SCE, is subject to California’s Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 60 percent of total procurement by 2030, and 100 percent of total procurement by 2045. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures that new development projects would not result in the waste of the finite energy resources (**CEQA Appendix F - Criterion 5**).

Therefore, the project would not cause wasteful, inefficient, and unnecessary consumption of building energy during project operation, or preempt future energy development or future energy conservation. A less than significant impact would occur.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

CONFLICT WITH APPLICABLE ENERGY PLAN

EN-2 THE PROJECT COULD CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY.

Impact Analysis: The project would comply with the applicable goals identified in the City’s EAP and General Plan, refers to Table 5.10-5, *Energy Action Plan and General Plan Project Consistency Analysis*. The EAP and General Plan contain energy efficient goals and policies that would help implement energy efficient measures and would subsequently reduce energy consumption within the City. Compliance with Title 24 and CALGreen standards would ensure the project incorporates efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, as well as water efficient fixtures and electric vehicles charging infrastructure, which is consistent with the goals and policies of the Energy Plan and General Plan. Furthermore, the proposed Specific Plan requires future development to provide electric vehicle charging spaces per CALGreen Code standards and regulations. Additionally, per the RPS, the project would utilize electricity provided by SCE that would achieve 60 percent of total procurement by 2030, and 100 percent renewable energy by 2045. Therefore, the project would result in less than significant impacts associated with renewable energy or energy efficiency plans.

**Table 5.10-5
Energy Action Plan and General Plan Project Consistency Analysis**

Goals/Policies	Project Consistency Analysis
Energy Action Plan	
Support and invest in energy efficient and environmentally friendly technologies to develop sustainable infrastructure, reduce City's carbon footprint and lower long-term costs.	Consistent. The project proposes demolition of the existing CYA facility and construction of a mixed-use transit-oriented community. The project would be in compliance with 2022 Title 24 and CALGreen standards which would ensure the project incorporates energy efficient measures. Furthermore, the proposed Specific Plan would require future development provide electric vehicle charging spaces per CALGreen Code standards and regulations. As such, the project would be consistent with the Energy Action Plan.
General Plan	
Continue to plan for and coordinate the implementation of infrastructure requirements to meet development demands.	Consistent. As mentioned above, the project would be compliance with Title 24 and CALGreen standards, such as providing electric vehicle charging spaces as indicated in proposed Specific Plan. Furthermore, the project would provide commercial land use at each residential block and public and private open space on-site which would reduce vehicle miles travelled, result in less automobile energy use. Additionally, the project is a transit-oriented development in walking/biking distance of the transit station that encourages biking and walking as alternative modes of transportation. As such, the project would be consistent with the policies.
Sources: 1. City of Norwalk, <i>Energy Action Plan</i> , December 2, 2015 2. City of Norwalk, <i>General Plan</i> , February 29, 1996.	

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.10.5 CUMULATIVE IMPACTS

Table 4-1, *Cumulative Projects List*, identifies related projects and other cumulative development in the project area determined as having the potential to interact with the project to the extent that a significant cumulative effect may occur. The following discussions are included by topical area to determine whether a significant cumulative effect would occur.

ENERGY CONSUMPTION AND PLAN CONSISTENCY

- **IMPLEMENTATION OF THE PROJECT AND OTHER CUMULATIVE PROJECTS COULD RESULT IN WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES OR CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY.**

Impact Analysis: The geographic context for cumulative energy consumption impacts for electricity is Countywide and relative to SCE's service areas. While the geographic context for transportation-related energy use is more difficult to define, it is meaningful to consider the project in the context of Countywide consumption. Future growth within the County is anticipated to increase the demand for electricity and transportation energy, as well as the need for energy infrastructure. As stated above, the

project would nominally increase the County’s electricity, natural gas, off-road construction fuel consumption, on-road construction fuel consumption and operational fuel consumption by 0.0104, 0.0059, 0.3188, 0.0067, and 0.0354 percent, respectively; refer to Table 5.10-4. Additionally, per the RPS, the project and cumulative projects identified in Table 4-1 would utilize electricity provided by SCE that would be comprised of 60 percent renewable energy by 2030 and 100 percent renewable energy by 2045. Furthermore, the project and other cumulative projects in the site vicinity would be subject to Title 24 and CALGreen standards, as well as goals and policies of the EAP and General Plan. Thus, the project and related projects would comply with energy conservation plans and efficiency standards required to ensure that energy is used efficiently. As such, implementation of the project and other cumulative projects would not result in wasteful, inefficient, or unnecessary consumption of energy resources, and the project would not result in cumulatively considerable impacts.

Mitigation Measures: No mitigation measures required.

Level of Significance: Less Than Significant Impact.

5.10.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to energy have been identified following compliance with existing Federal, State, and local laws and regulations.

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5.11 NOISE

The purpose of this section is to evaluate potential noise related impacts to surrounding land uses as a result of implementation of the project. This section evaluates short-term construction-related impacts, as well as long-term operational-related impacts. Noise measurement and traffic noise modeling data can be found in [Appendix 11.8, *Noise Data*](#).

5.11.1 EXISTING SETTING

NOISE SCALES AND DEFINITIONS

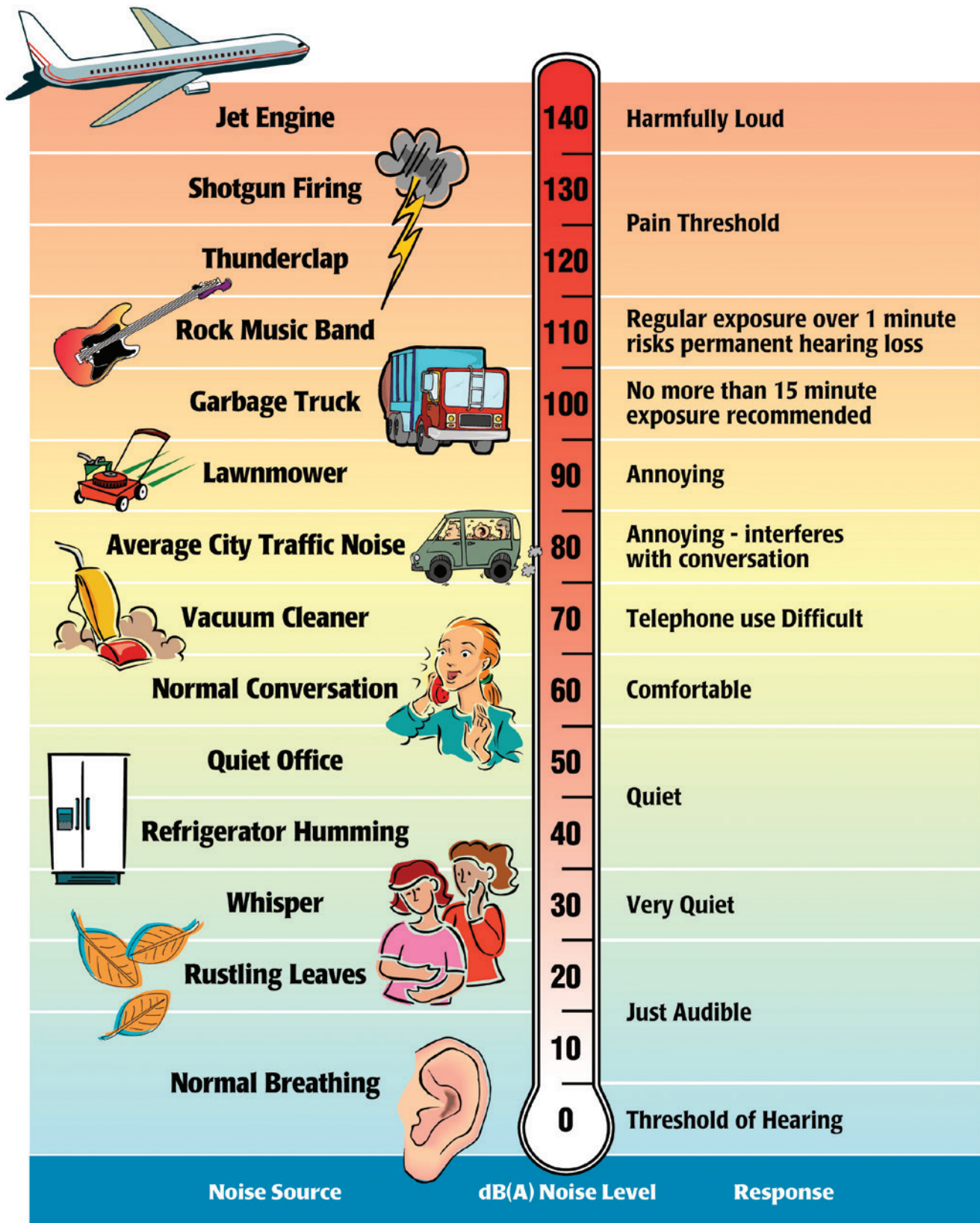
Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear de-emphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately three dBA to around 140 dBA.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud, and 20 dBA higher four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). Examples of various sound levels in different environments are illustrated on [Exhibit 5.11-1, *Common Environmental Noise Levels*](#).

Many methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time;
- The influence of periodic individual loud events; and
- The community response to changes in the community noise environment.

Numerous methods have been developed to measure sound over a period of time; refer to [Table 5.11-1, *Noise Descriptors*](#).



Source:

Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment*, 1970.

Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA/ONAC 550/9-74-004)*, March 1974.

**Table 5.11-1
Noise Descriptors**

Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measured sound to a reference pressure (20 micropascals).
A-Weighted Decibel (dBA)	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Equivalent Sound Level (L_{eq})	The sound level containing the same total energy as a time varying signal over a given time period. The L_{eq} is the value that expresses the time averaged total energy of a fluctuating sound level.
Maximum Sound Level (L_{max})	The highest individual sound level (dBA) occurring over a given time period.
Minimum Sound Level (L_{min})	The lowest individual sound level (dBA) occurring over a given time period.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments are +5 dBA for the evening, 7:00 PM to 10:00 PM, and +10 dBA for the night, 10:00 PM to 7:00 AM.
Day/Night Average (L_{dn})	The L_{dn} is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency (EPA) for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the L_{eq} . The L_{dn} is calculated by averaging the L_{eq} 's for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 PM to 7:00 AM) by 10 dBA to account for the increased sensitivity of people to noises that occur at night.
Exceedance Level (L_n)	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% (L_{01} , L_{10} , L_{50} , L_{90} , respectively) of the time during the measurement period.

Source: Cyril M. Harris, *Handbook of Noise Control*, 1979.

HEALTH EFFECTS OF NOISE

Human response to sound is highly individualized. Annoyance is the most common issue regarding community noise. However, many factors influence people's response to noise. The factors can include the character of the noise, the variability of the sound level, the presence of tones or impulses, and the time of day of the occurrence. Additionally, non-acoustical factors, such as the person's opinion of the noise source, the ability to adapt to the noise, the attitude towards the source and those associated with it, and the predictability of the noise, all influence people's response. As such, response to noise varies widely from one person to another and with any particular noise, individual responses will range from "not annoyed" to "highly annoyed".

The effects of noise are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure. The effects of noise on the community can be organized into six broad categories:

- Noise-Induced Hearing Loss;
- Interference with Communication;
- Effects of Noise on Sleep;
- Effects on Performance and Behavior;

- Extra-Auditory Health Effects; and
- Annoyance.

According to the United States Public Health Service, nearly ten million of the estimated 21 million Americans with hearing impairments owe their losses to noise exposure. Noise can mask important sounds and disrupt communication between individuals in a variety of settings. This process can cause anything from a slight irritation to a serious safety hazard, depending on the circumstance. Noise can disrupt face-to-face communication and telephone communication, and the enjoyment of music and television in the home. It can also disrupt effective communication between teachers and pupils in schools and can cause fatigue and vocal strain in those who need to communicate in spite of the noise.

Interference with communication has proved to be one of the most important components of noise-related annoyance. Noise-induced sleep interference is one of the critical components of community annoyance. Sound level, frequency distribution, duration, repetition, and variability can make it difficult to fall asleep and may cause momentary shifts in the natural sleep pattern, or level of sleep. It can produce short-term adverse effects on mood changes and job performance, with the possibility of more serious effects on health if it continues over long periods. Noise can cause adverse effects on task performance and behavior at work, and non-occupational and social settings. These effects are the subject of some controversy, since the presence and degree of effects depends on a variety of intervening variables. Most research in this area has focused mainly on occupational settings, where noise levels must be sufficiently high and the task sufficiently complex for effects on performance to occur.

Annoyance can be viewed as the expression of negative feelings resulting from interference with activities, as well as the disruption of one's peace of mind and the enjoyment of one's environment. Field evaluations of community annoyance are useful for predicting the consequences of planned actions involving highways, airports, road traffic, railroads, or other noise sources. The consequences of noise-induced annoyance are privately held dissatisfaction, publicly expressed complaints to authorities, and potential adverse health effects, as discussed above. In a study conducted by the United States Department of Transportation, the effects of annoyance to the community were quantified. In areas where noise levels were consistently above 60 dBA CNEL, approximately nine percent of the community is highly annoyed. When levels exceed 65 dBA CNEL, that percentage rises to 15 percent. Although evidence for the various effects of noise have differing levels of certainty, it is clear that noise can affect human health. Most of the effects are, to a varying degree, stress related.

GROUND-BORNE VIBRATION

Sources of ground-borne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions).

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. PPV is typically used for evaluating potential building

damage, whereas PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration. Typically, ground-borne vibration, generated by man-made activities, attenuates rapidly with distance from the source of vibration. Man-made vibration issues are therefore usually confined to short distances (i.e., 500 feet or less) from the source. Both construction and operation of development projects can generate ground-borne vibration.

Table 5.11-2, *Human Reaction and Damage to Buildings from Continuous Vibration Levels*, displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in Table 5.11-2 should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where groundborne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

**Table 5.11-2
Human Reaction and Damage to Buildings from Continuous Vibration Levels**

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5
Note: 1. Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.		
Source: California Department of Transportation, <i>Transportation and Construction Vibration Guidance Manual</i> , Table 19, April 2020.		

SENSITIVE RECEPTORS

Human response to noise varies widely depending on the type of noise, time of day, and sensitivity of the receptor. Sensitive populations are more susceptible to the effects of noise than are the general population. Land uses considered sensitive by the State of California include schools, playgrounds, athletic facilities, hospitals, rest homes, rehabilitation centers, long-term care and mental care facilities. Generally, a sensitive receptor is identified as a location where human populations (especially children, senior citizens, and sick persons) are present. Land uses less sensitive to noise are business, commercial, and professional developments. Noise receptors categorized as being least sensitive to noise include industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, warehousing, and transit terminals. These types of land use often generate high noise

levels. Moderately sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, and outpatient clinics. Several sensitive receptors surround the project site and the nearest sensitive receptors are listed in [Table 5.11-3, *Nearest Sensitive Receptors*](#).

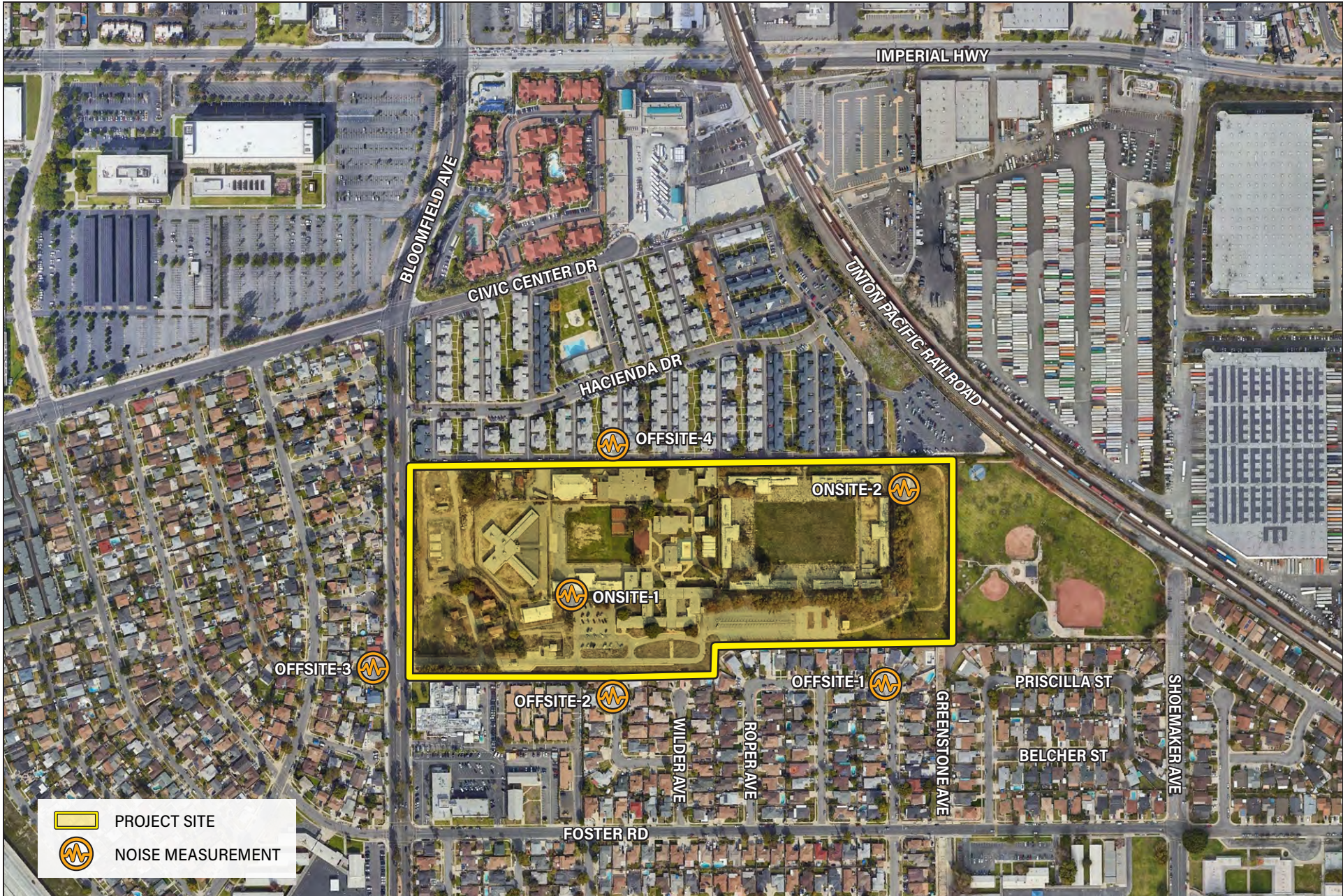
**Table 5.11-3
Nearest Sensitive Receptors**

Land Uses	Name	Distance from Project Site (feet) ¹	Direction from Project Site	Location
Residential	Norwalk Manor	Immediate	North	12918 Bloomfield Avenue, Norwalk, CA 90650
	Single Family Residences	Immediate	South	Several single-family dwelling units located immediately to the west of the project site.
	Soroptimist Village	25	Southwest	12657 Foster Road Unit 47, Norwalk, CA 90650
	Single Family Residences	100	West	Several single-family dwelling units located across Bloomfield Avenue to the west of the project site.
Hospital	Norwalk Community Hospital	20	Southwest	13222 Bloomfield Avenue, Norwalk, CA 90650
Park	Zimmerman Park	Immediate	West	13031 Shoemaker Avenue, Norwalk, CA 90650
Note: 1 – Distances are measured from the exterior project boundary only and not from individual construction areas within the interior of the project site. Source: Google Earth, 2022.				

AMBIENT NOISE MEASUREMENTS

In order to quantify existing ambient noise levels in the project area, Michael Baker International conducted on-site noise measurements on November 15, 2022, and off-site noise measurements on December 1, 2022; refer to [Exhibit 5.11-2, *Noise Measurement Locations*](#).

In order to determine the typical noise level at the surrounding sensitive receptors, four short-term noise measurements were conducted near the project area on December 1, 2022, between the hours of 12:00 p.m. and 1:30 p.m. Short-term (L_{eq}) measurements are considered representative of the noise levels at the project site; refer to [Table 5.11-4, *Ambient Noise Measurements*](#).



Source: Google Earth Pro, January 2023

**Table 5.11-4
Ambient Noise Measurements**

Measurement Location Number	Location	L _{eq} (dBA)	L _{min} (dBA)	L _{max} (dBA)	Peak (dBA)	Date	Time
Off-Site 1	On the sidewalk, in front of 12855 Priscilla Street	55.9	73.5	48.7	92.5	12/1/22	12:10 p.m.
Off-Site 2	On the sidewalk, in front of 13201 Bechard Avenue	53.6	61.2	49.8	93.1	12/1/22	12:34 p.m.
Off-Site 3	On the sidewalk, in front of 12518 Alarka Street	65.1	77.4	50.5	98.3	12/1/22	12:48 p.m.
Off-Site 4	On the sidewalk, in front of 12920 Hickock Lane	54.4	69.2	48.5	86.3	12/1/22	1:06 p.m.
Notes: dBA = A-weighted decibels; L _{eq} = Equivalent Sound Level; L _{min} = Minimum Sound Level; L _{max} = Maximum Sound Level							
Source: Michael Baker International, 2022; refer to Appendix 11.8.							

The project site is located approximately 190 feet away from the existing railroad located to the east of the project site. In order to determine the typical noise level at the project site during a train passing by, two short-term noise measurement were conducted on the project site on November 15, 2022, between the hours of 10:30 a.m. and 11:30 a.m. Short-term (L_{eq}) measurements are considered representative of the noise levels at the project site. As shown in Table 5.11-5, *On-site Short-Term Noise Measurements*, short-term noise levels during the daytime ranged from 44.9 to 50.8 dBA L_{eq} when there were trains passing by.

**Table 5.11-5
On-Site Short-term Noise Measurements**

Site No.	Location	L _{eq} (dBA)	L _{min} (dBA)	L _{max} (dBA)	Peak (dBA)	Date	Time
On-Site 1	Southeast and outside of the fence, at intersection of an unpaved road	50.8	67.4	37.7	92.3	11/15/22	10:50 a.m.
On-Site 2	In the northeast portion of the site, by the easternmost basketball hoop	44.9	58.9	38.7	83.6	11/15/22	12:34 p.m.
Notes: L _{eq} = Equivalent Sound Level; L _{min} = Minimum Noise Level; L _{max} = Maximum Noise Level							
Source: Michael Baker International, 2022; refer to Appendix 11.8.							

Meteorological conditions were partly cloudy, cool temperatures, with light wind speeds (less than 5 miles per hour), and low humidity. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for sound level meters. The results of the field measurements are included in Appendix 11.8, *Noise Analysis*.

MOBILE SOURCES

In order to assess the potential for mobile source noise impacts, it is necessary to determine the noise currently generated by vehicles traveling through the project area. Existing roadway noise levels in the vicinity of the project site were projected utilizing noise models in accordance with the Federal Highway Administration’s Highway Noise Prediction Model (FHWA RD-77-108) together with several roadway and site parameters. These parameters determine the projected impact of vehicular

traffic noise and include the roadway cross-section (such as the number of lanes), roadway width, average daily traffic (ADT), vehicle travel speed, percentages of auto and truck traffic, roadway grade, angle-of-view, and site conditions (“hard” or “soft”). The model does not account for ambient noise levels (i.e., noise from adjacent land uses) or topographical differences between the roadway and adjacent land uses. Noise projections are based on modeled vehicular traffic as derived from the *Norwalk Transit Village Transportation Impact Analysis* (Transportation Impact Analysis) prepared by Michael Baker International on March 8, 2023.¹

A 50-mile per hour (mph) average vehicle speed was assumed for existing conditions based on empirical observations and posted maximum speeds along the adjacent roadways. Existing modeled traffic noise levels are detailed in Table 5.11-6, *Existing Traffic Noise Levels*. As shown in Table 5.11-6, noise within the area from mobile noise ranges from 65.8 dBA to 69.0 dBA at 100 feet from roadway centerline.

**Table 5.11-6
Existing Traffic Noise Levels**

Roadway Segment	Existing Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			70 CNEL Noise Contour	65 CNEL Noise Contour	60 CNEL Noise Contour
Bloomfield Avenue					
Civic Center Drive to Foster Road	22,189	66.1	55	119	257
Foster Road to Markdale Avenue	20,691	65.8	53	114	245
Imperial Highway					
Pioneer Boulevard to Norwalk Boulevard	40,432	69.0	86	186	400
Norwalk Boulevard to Bloomfield Avenue	37,354	68.7	82	176	379
Bloomfield Avenue to Shoemaker Avenue	39,268	68.9	84	182	392
Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level; - = Contour located within the roadway right of way.					
Source: Based on traffic data within the Transportation Impact Analysis.					

STATIONARY NOISE SOURCES

The project area is located in an urban area. The project area consists of residential, commercial, and institutional uses. The primary sources of stationary noise in the project vicinity are urban-related activities (i.e., mechanical equipment and parking areas). The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

¹ Michael Baker International, *Norwalk Transit Village Transportation Impact Analysis*, March 8, 2023.

The majority of the existing noise in the project area is generated from vehicle sources along Bloomfield Avenue and Civic Center Drive. Additionally, railroads are a source of mobile noise in the City and in the project area.

5.11.2 REGULATORY SETTING

FEDERAL LEVEL

U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (EPA) offers guidelines for community noise exposure in the publication *Noise Effects Handbook – A Desk Reference to Health and Welfare Effects of Noise*. These guidelines consider occupational noise exposure as well as noise exposure in homes. The EPA recognizes an exterior noise level of 55 decibels day-night level (dB L_{dn}) as a general goal to protect the public from hearing loss, activity interference, sleep disturbance, and annoyance. The EPA and other Federal agencies have adopted suggested land use compatibility guidelines that indicate that residential noise exposures of 55 to 65 dB L_{dn} are acceptable. However, the EPA notes that these levels are not regulatory goals, but are levels defined by a negotiated scientific consensus, without concern for economic and technological feasibility or the needs and desires of any particular community.

STATE LEVEL

California Environmental Quality Act

The State Office of Planning and Research (OPR) *Noise Element Guidelines* include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The *Noise Element Guidelines* contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the CNEL. Table 5.11-7, *Land Use Compatibility for Community Noise Environments*, presents guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

As depicted in Table 5.11-7, the range of noise exposure levels overlap between the normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable categories. OPR's *State General Plan Guidelines* note that noise planning policy needs to be rather flexible and dynamic to reflect not only technological advances in noise control, but also economic constraints governing application of noise-control technology and anticipated regional growth and demands of the community. In project specific analyses, each community must decide the level of noise exposure its residents are willing to tolerate within a limited range of values below the known levels of health impairment. Therefore, the City may use their discretion to determine which noise levels are considered acceptable or unacceptable, based on land use, project location, and other project factors.

**Table 5.11-7
Land Use Compatibility for Community Noise Environments**

Land Use Category	Community Noise Exposure (CNEL)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential-Low Density, Single-Family, Duplex, Mobile Homes	50 – 60	55 - 70	70 – 75	75 – 85
Residential – Multiple Family	50 – 65	60 – 70	70 – 75	70 – 85
Transient Lodging – Motel, Hotels	50 – 65	60 – 70	70 – 80	80 – 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 – 70	70 – 80	80 – 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 – 70	NA	65 – 85
Sports Arenas, Outdoor Spectator Sports	NA	50 – 75	NA	70 – 85
Playgrounds, Neighborhood Parks	50 – 70	NA	67.5 – 77.5	72.5 – 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 70	NA	70 – 80	80 – 85
Office Buildings, Business Commercial and Professional	50 – 70	67.5 – 77.5	75 – 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 – 80	75 – 85	NA
<p>Notes: CNEL = community noise equivalent level; NA = not applicable <u>NORMALLY ACCEPTABLE</u>: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. <u>CONDITIONALLY ACCEPTABLE</u>: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features have been included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice. <u>NORMALLY UNACCEPTABLE</u>: New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise-insulation features must be included in the design. <u>CLEARLY UNACCEPTABLE</u>: New construction or development should generally not be undertaken.</p>				
<p>Source: Office of Planning and Research, California, <i>General Plan Guidelines</i>, July 2017.</p>				

LOCAL LEVEL

City of Norwalk

CITY OF NORWALK GENERAL PLAN

The *Noise Element* of the *City of Norwalk General Plan* provides goals, policies, and objectives to promote the health and well-being of persons living in Norwalk. The following goals, policies, and objectives are applicable to the proposed project.

GOALS:

- To ensure all areas of the City are free from excessive noise.
- To reduce the number of people exposed to excessive noise and minimize the future effect of noise in the City.
- To ensure that land uses are compatible with existing and future noise levels.

OBJECTIVES:

- To have noise levels in all areas of the City meet the minimum standards of land use established in the Noise Element, especially adjacent to noise sensitive uses.
- To promote the reduction of noise impacts from existing transportation to a level of compatibility with adjoining land uses.

POLICIES:

- Encourage compliance with state and federal legislation designed to abate and control noise pollution.
- Existing noise sources that exceed the appropriate maximum standard shall be encouraged to reduce their noise level to at least the land use compatibility standards of the Noise Element.
- Discourage truck traffic from using local residential streets.
- Encourage the use of acoustical materials in a new residential and community development where noise levels exceed the compatibility standards in the Noise Element.
- Ensure that proposed noise sources are reduced below a level of significance and properly muffled to prevent noise impacts on neighboring properties.

CITY OF NORWALK MUNICIPAL CODE

The *City of Norwalk Municipal Code* (Municipal Code), Chapter 9, Article III, of the Municipal Code establishes the City’s noise standards. Article III generally prohibits noise that is loud, unnecessary, or unusual, or that annoys, disturbs, injures, or endangers the comfort, repose, health, peace, or safety of others within the limits of the City. The following sections from the Municipal Code are applicable to the project:

Section 9.04.120 Noise Standards

B. Section 9.04.120 states that unless sound-level meter readings determine the ambient noise level in a given environment to be higher, the ambient noise levels in Norwalk are presumed to be those summarized in Table 5.11-8, *City of Norwalk Presumed Exterior Ambient Noise Levels*.

**Table 5.11-8
City of Norwalk Presumed Exterior Ambient Noise Levels**

Zone	Time of Day	Noise Level, dBA
Residential	10:00 p.m. to 7:00 a.m.	45
	7:00 a.m. to 10:00 p.m.	55
Commercial	Anytime	60
All other zones	Anytime	65

Source: City of Norwalk, Municipal Code Section 9.04.120

Under section 9.04.140, *Prima Facie Violation*, an average noise level reading that exceeds the ambient noise level at the property line of any residential land (or if a condominium or apartment house, within any adjoining apartment) by more than 5 dB is in violation of Municipal Code noise standard.

Section 9.04.150 Particular Acts: Construction Noise Standards

Section 9.04.150 E, *Construction or Repairing of Buildings*, prohibits the erection (including excavation), demolition, pile driving, hammering, alteration, construction, or repair of any building other than between the hours of 7:00 a.m. and 6:00 p.m. or sunset, whichever is later. The exception to this would be for emergencies in the interest of public health and safety where a permit would be required from the Building Official or Director of Community Development.

5.11.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in Appendix 11.1, of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

- a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (refer to Impact Statement NOI-1);
- b) Generate excessive groundborne vibration or groundborne noise levels (refer to Impact Statement NOI-2); and/or
- c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels (refer to Section 8.0, *Effects Found Not To Be Significant*)

Based on these standards/criteria, the effects of the proposed project have been categorized as either a “less than significant impact” or “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

NOISE IMPACT CRITERIA

Significance of Changes in Traffic Noise Levels

An off-site traffic noise impact typically occurs when there is a discernable increase in traffic and the resulting noise level exceeds an established noise standard. In community noise considerations, changes in noise levels greater than 3 dB are often identified as substantial, while changes less than 1 dB will not be discernible to local residents. A 5-dB change is generally recognized as a clearly discernable difference.

As traffic noise levels at sensitive uses likely approach or exceed the City’s 60 dBA CNEL clearly compatible standard, a 3.0 dB increase as a result of the project is used as the increase threshold for the project. Thus, the project would result in a significant noise impact if a permanent increase in ambient noise levels of 3.0 dB occurs upon project implementation and the resulting noise level exceeds the applicable exterior standard at a noise sensitive use.

Significance of Changes in Cumulative Traffic Noise Levels

The project’s contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds the perception level (i.e., auditory level increase) threshold. The combined effect compares the “cumulative with project” condition to the “existing” conditions. This comparison accounts for the traffic noise increase from the project generated in combination with traffic generated by projects in the cumulative projects list. The following criteria have been utilized to evaluate the combined effect of the cumulative noise increase.

- *Combined Effects:* The cumulative with project noise level (“Future With Project”) would cause a significant cumulative impact if a 3 dBA increase over existing conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use.

Although there may be a significant noise increase due to the proposed project in combination with other related projects (combined effects), it must also be demonstrated that the project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed project. The following criteria have been utilized to evaluate the incremental effect of the cumulative noise increase.

- *Incremental Effects:* The “Future With Project” causes a 1 dBA increase in noise over the “Future Without Project” noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded and the resulting noise level exceeds the applicable exterior standard at a noise sensitive use.

5.11.4 IMPACTS AND MITIGATION MEASURES

TEMPORARY OR PERMANENT NOISE IMPACTS

NOI-1 A SUBSTANTIAL TEMPORARY OR PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE AREA COULD RESULT FROM THE PROJECT IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES.

Impact Analysis:

SHORT-TERM CONSTRUCTION NOISE IMPACTS

The project involves demolishing the former CYA facility and developing a new mixed-use transit-oriented community. Construction of the project would involve demolition/clearing, grading, paving, building construction, and painting. The total development would occur in one phase over a period of six years.

Construction activities would generate perceptible noise levels during the demolition, grading, paving, building construction and painting phases. High groundborne noise levels and other miscellaneous noise levels can be created by the operation of heavy-duty trucks, backhoes, bulldozers, excavators, front-end loaders, scrapers, and other heavy-duty construction equipment. Table 5.11-9, *Maximum Noise Levels Generated by Construction Equipment*, indicates the anticipated noise levels of construction equipment. The average noise levels presented in Table 5.11-9 are based on the quantity, type, and Acoustical Use Factor for each type of equipment that is anticipated to be used.

**Table 5.11-9
Maximum Noise Levels Generated by Construction Equipment**

Type of Equipment	Acoustical Use Factor ¹	L _{max} at 50 Feet (dBA)	L _{max} at 15 Feet (dBA)	L _{max} at 30 Feet (dBA)
Compressor	40	78	88	83
Concrete Saw	40	79	100	94
Crane	20	90	91	85
Concrete Mixer Truck	16	81	89	83
Dozer	40	82	92	86
Excavator	40	81	91	85
Forklift	20	75	88	82
Grader	40	85	95	89
Paver	50	77	87	81
Roller	50	77	90	84
Scrapers	20	80	95	90
Tractor	40	84	94	88
Water Truck	40	75	90	84
General Industrial Equipment	50	85	95	89

Note:
1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Source: Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054)*, January 2006.

The primary construction equipment noise sources used during construction would be during earthwork activities (graders, rollers, loaders, and scrapers), and building construction (use of graders, rollers, loaders, and scrapers). Graders typically generate the highest noise levels, emitting approximately 85 dBA at a distance of 50 feet. Point sources of noise emissions are atmospherically attenuated by a factor of 6 dBA per doubling of distance. This assumes a clear line-of-sight and no other machinery or equipment noise that would mask project construction noise. The shielding of buildings and other barriers that interrupt line-of-sight conditions further reduce noise levels from point sources.

Construction noise impacts generally happen when construction activities occur in areas immediately adjoining noise sensitive land uses, during noise sensitive times of the day, or when construction durations last over extended periods of time. Even though the closest sensitive receptors are located immediately to the north and south of the project, the project does not propose any major construction activities within 50 feet of the southern property line as this area is proposed to include linear and pocket parks. As such, for the purposes of this analysis, the closest sensitive receptors are

the condominiums located at approximately 15 feet to the northwest corner of the project construction activities. As indicated in [Table 5.11-9](#), typical construction noise levels would range from approximately 87 to 100 dBA at 15 feet and 81 to 94 dBA at 30 feet.

These noise levels could intermittently occur for a few days when construction equipment is operating closest to these uses. The remainder of the time, the construction noise levels would be less because the equipment would be working further away from the existing sensitive uses. The City has established noise standards for construction activity under Municipal Code Section 9.04.150 E. Pursuant to Municipal Code Section 9.04.150 E, construction noise is prohibited between the hours of 7:00 a.m. and 6:00 p.m. or sunset, whichever is later, Monday through Saturday, and/or Sunday. Project construction activities would occur within the allowable hours specified by the Municipal Code, and nighttime construction would not be required nor allowed. As such, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LONG-TERM OPERATIONAL NOISE IMPACTS

Mobile Sources

Existing Conditions

Roadway segment noise levels for the “Existing” and “Existing with Project” scenarios were compared to evaluate project-related operational noise impacts. According to [Table 5.11-10](#), *Existing Traffic Noise Levels*, under the “Existing” scenario, noise levels at a distance of 100 feet from the roadway centerline would range from 65.8 dBA to 69.0 dBA. Under the “Existing with Project” scenario, noise levels at a distance of 100 feet from the roadway centerline would range from 66.4 dBA to 69.3 dBA.

[Table 5.11-10](#) also compares the increase of noise levels between the “Existing” scenario to the “Existing With Project” scenario. The increase in ambient noise between the two scenarios would range from 0.1 dBA to 0.8 dBA. As shown in [Table 5.11-10](#), five of the roadway segments modeled (along Bloomfield Avenue and Imperial Highway) would generate noise levels above the 60 dBA CNEL standard. However, the increase in ambient noise would not exceed the 3.0 dB threshold along these roadway segments. Therefore, a less than significant impact would occur as noise generated along roadway segments under the “Existing With Project” scenario would not exceed the 3.0 dB threshold.

Future Buildout Year (2045) Conditions

The “Future Buildout Year 2045 Without Project” and “Future Buildout Year 2045 With Project” scenarios were compared to evaluate long-term mobile source project impacts. According to [Table 5.11-11](#), *Future Buildout Year (2045) Traffic Noise Levels*, under the “Future Buildout Year 2045 Without Project” scenario, noise levels would range from 66.2 dBA to 69.3 dBA. Under the “Future Buildout Year 2045 With Project” scenario, noise levels would range from 66.7 dBA to 69.5 dBA.

Table 5.11-10
Existing Traffic Noise Levels

Segment	Existing					Existing With Project					Difference in dBA @ 100 Feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			
			70 CNEL Noise Contour	65 CNEL Noise Contour	60 CNEL Noise Contour			70 CNEL Noise Contour	65 CNEL Noise Contour	60 CNEL Noise Contour	
Bloomfield Avenue											
Civic Center Drive to Foster Road	22,189	66.1	55	119	257	26,662	66.9	62	135	290	0.8
Foster Road to Markdale Avenue	20,691	65.8	53	114	245	23,637	66.4	58	124	268	0.6
Imperial Highway											
Pioneer Boulevard to Norwalk Boulevard	40,432	69.0	86	186	400	42,669	69.3	89	192	414	0.3
Norwalk Boulevard to Bloomfield Avenue	37,354	68.7	82	176	379	39,963	69.0	85	184	396	0.3
Bloomfield Avenue to Shoemaker Avenue	39,268	68.9	84	182	392	40,014	69.0	85	184	397	0.1
Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level; - = Contour located within the roadway right of way.											
Source: Based on traffic data within the Transportation Impact Analysis.											

**Table 5.11-11
Future Buildout Year (2045) Traffic Noise Levels**

Segment	Future Buildout Year 2045 Without Project					Future Buildout Year 2045 With Project					Difference in dBA @ 100 Feet from Roadway	
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)				
			70 CNEL Noise Contour	65 CNEL Noise Contour	60 CNEL Noise Contour			70 CNEL Noise Contour	65 CNEL Noise Contour	60 CNEL Noise Contour		
Bloomfield Avenue												
Civic Center Drive to Foster Road	25,380	66.7	61	130	281	29,800	67.4	67	145	313	0.7	
Foster Road to Markdale Avenue	24,341	66.5	59	127	273	27,287	67.0	64	137	295	0.5	
Imperial Highway												
Pioneer Boulevard to Norwalk Boulevard	47,050	69.7	95	205	442	49,260	69.9	98	212	456	0.2	
Norwalk Boulevard to Bloomfield Avenue	42,851	69.3	90	193	415	45,429	69.5	93	200	432	0.2	
Bloomfield Avenue to Shoemaker Avenue	44,834	69.5	92	199	428	45,571	69.5	93	201	433	<0.1	
Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level; - = Contour located within the roadway right of way.												
Source: Based on traffic data within the Transportation Impact Analysis.												

Table 5.11-11 also compares the increase in noise levels between the “Future Buildout Year 2045 Without Project” and “Future Buildout Year 2045 With Project” scenario. The increase in ambient noise between the two scenarios would range from 0.1 dBA to 0.7 dBA. As shown in Table 5.11-11, five of the roadway segments modeled (along Bloomfield Avenue and Imperial Highway) would generate noise levels above the 60 dBA CNEL standard. However, the increase in ambient noise would not exceed the 3.0 dB threshold along these roadway segments. Therefore, a less than significant impact would occur as noise generated along roadway segments under the “Future Buildout Year 2045 With Project” scenario would not exceed the 3.0 dB threshold.

STATIONARY SOURCES

Stationary noise sources associated with the proposed project would include mechanical equipment, parking activities, and outdoor gathering areas. These noise sources are typically intermittent and short in duration and would be comparable to existing sources of noise experienced in the site vicinity.

Mechanical Equipment

The proposed project would require the use of commercial heating, ventilation, and air conditioning (HVAC) units. HVAC units would be installed on the roofs of proposed buildings. Typically, mechanical equipment noise is approximately 60 dBA at 20 feet from the source.² Based upon the Inverse Square Law, sound levels decrease by 6 dBA for each doubling of distance from the source.³ The project’s proposed mechanical equipment (HVAC units) for townhome units would be located on the ground level. The nearest sensitive receptors to the project site are the single-family residences located approximately 40 feet to the northwest of the proposed buildings. Noise from the proposed HVAC units would be approximately 54 dBA without an enclosure or noise attenuation features. However, the project would provide an at least six feet concrete-masonry-unit (CMU) wall along the northern property line that would break the line-of-sight to the HVAC units and reduce noise levels by 5 dBA. Therefore, noise levels would be approximately 49 dBA at the nearest sensitive receptor. Therefore, HVAC noise levels would not exceed the existing ambient noise levels and would not exceed the daytime noise standards of 55 dBA. Thus, impacts associated with HVAC noise levels would be less than significant.

Parking Areas

Traffic associated with residential parking areas is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the day-night average sound level (DNL) (or L_{dn}) scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Estimates of the maximum noise levels associated with some parking activities are presented in Table 5.11-12, *Maximum Noise Levels Generated by Parking Lots*. Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range

² Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, June 26, 2015.

³ Cyril M. Harris, *Noise Control in Buildings*, 1994.

from 33 dBA at 48 feet for normal speech to 50 dBA at 50 feet for very loud speech. The nearest parking lot to sensitive receptors is located approximately 50 feet to the north (from the hospital to the south).

**Table 5.11-12
Maximum Noise Levels Generated by Parking Lots**

Noise Source	Maximum Noise Levels at 50 Feet from Source
Automobile, door slamming	61 dBA L_{eq}
Automobile, warming up	36 dBA L_{eq}
Automobile, engine Idling	53 dBA L_{eq}
Notes: dBA = A-weighted Decibels; L_{eq} = Equivalent Sound Level	
Source: Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, Noise Navigator Sound Level Database with Over 1700 Measurement Values, June 26, 2015	

As shown in Table 5.11-12, parking activities can result in noise levels up to 61 dBA at a distance of 50 feet. It should be noted that parking lot noise are instantaneous noise levels compared to noise standards in the DNL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower. Furthermore, the project would provide a minimum six-foot concrete-masonry-unit (CMU) wall along the northern property line which would further reduce the noise levels. As a solid barrier, the CMU wall would provide a reduction of 5 dBA.⁴ Impacts associated with the parking lot would be considered minimal. Therefore, noise impacts from parking lots would be less than significant.

Outdoor Gathering Areas

Noise generated by groups of people (i.e., crowds) is dependent on several factors including vocal effort, impulsiveness, and the random orientation of the crowd members. According to Prediction of Crowd Noise, crowd noise is approximately 62 dBA at one meter (i.e., 3.28 feet) from the source.^{5,6} Noise has a decay rate due to distance attenuation, which is calculated based on the Inverse Square Law. Based upon the Inverse Square Law, sound levels decrease by 6 dBA for each doubling of distance from the source.⁷ Within the proposed project, crowds have the potential to gather at the park area and dog run. The nearest sensitive receptors (i.e., residential uses) are located approximately 5 feet from the proposed park area along the southern portion of the project. At this distance, crowd noise would be approximately 58 dBA. However, the project would construct a six-foot CMU wall between the open space and sensitive receptors. As a solid barrier, the CMU wall would provide a reduction of 5 dBA,⁸ which would reduce the noise level from the park to 53 dBA and would not

⁴ U.S. Department of Transportation, Federal Highway Administration Roadway Construction Noise Model User's Guide, January 2006.

⁵ Crowd noise is estimated at 60 dBA at one meter (3.28 feet) away for raised normal speaking. This noise level would have a +5 dBA adjustment for the impulsiveness of the noise source, and a -3 dBA adjustment for the random orientation of the crowd members. Therefore, crowd noise would be approximately 62 dBA at one meter from the source.

⁶ Hayne, M.J., *Prediction of Crowd Noise*, November 2006.

⁷ Ibid.

⁸ Ibid.

exceed the City's daytime (i.e., 55 dBA) exterior noise standard. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

VIBRATION IMPACTS

NOI-2 PROJECT IMPLEMENTATION COULD RESULT IN ADVERSE VIBRATION IMPACTS TO NEARBY SENSITIVE RECEPTORS AND STRUCTURES.

Impact Analysis:

SHORT-TERM CONSTRUCTION

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The Caltrans *Transportation and Construction Vibration Manual* identifies various vibration damage criteria for different building classes. This evaluation uses the Caltrans architectural damage criterion for continuous vibrations at new residential structures and modern industrial/commercial buildings of 0.5 inch-per-second (inch/second) PPV. The types of construction vibration impacts include human annoyance and building damage. Annoyance is assessed based on levels of perception, with a PPV of 0.01 inch/second being considered "barely perceptible," 0.04 inch/second as "distinctly perceptible," 0.1 inch/second as "strongly perceptible," and 0.4 inch/second as "severe." Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time.

Construction of the proposed project would occur in one phase over a period of six years and would include demolition, grading, paving, building construction, and architectural coatings. The highest degree of groundborne vibration would be generated during the paving phase due to the operation of a vibratory roller during the pavement. However, the project is not expected to require paving activities within 15 feet of the sensitive receptors. The typical vibration produced by construction equipment is illustrated in Table 5.11-13, *Typical Vibration Levels for Construction Equipment*.

**Table 5.11-13
Typical Vibration Levels for Construction Equipment**

Equipment	Approximate peak particle velocity at 10 feet (inches/second)	Approximate peak particle velocity at 15 feet (inches/second)	Approximate peak particle velocity at 25 feet (inches/second)
Loaded Trucks	0.208	0.134	0.076
Large Bulldozers	0.244	0.156	0.089
Small Bulldozer/Tractors	0.008	0.005	0.002
Vibratory Rollers	--	0.368	0.210
Notes: NA = Not Applicable Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.1}$ where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance PPV (ref) = the reference vibration level in in/sec from Table 12-2 of the FTA <i>Transit Noise and Vibration Impact Assessment Guidelines</i> D = the distance from the equipment to the receiver Source: California Department of Transportation, <i>Transportation and Construction Vibration Guidance Manual</i> , April 2020.			

As indicated in [Table 5.11-13](#), vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.008 to 0.244 inch/second PPV at 10 feet from the source of activity. As previously noted, vibratory rollers are not expected to operate within 15 feet from the nearest residential building to the northwest. As such, the vibration during project construction would range from 0.008 to 0.368 inch/second PPV at 10 feet from the source of activity. Therefore, construction groundborne vibration would not exceed the structural damage criterion (0.5 inch/second PPV) and the annoyance potential of vibration from construction activities would range from “barely perceptible” to “strongly perceptible”. This vibration annoyance could intermittently occur for a few days when construction equipment is operating closest to the residential structures. The remainder of the time, the construction vibration levels would be much less because the equipment would be working in an area farther away from the existing sensitive uses. As such, vibration impacts would be less than significant.

LONG-TERM OPERATIONS

The project would involve mixed-use transit-oriented community would not generate groundborne vibration that could be felt by surrounding uses. The project operation would not involve railroads or substantial heavy truck operations, and therefore would not result in vibration impacts at surrounding uses. Thus, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.11.5 CUMULATIVE IMPACTS

Table 4-1, *Cumulative Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following discussions are included per topic area to determine whether a significant cumulative effect would occur.

SHORT-TERM CONSTRUCTION NOISE IMPACTS

- **CONSTRUCTION-RELATED ACTIVITIES WITHIN THE PROJECT AREA COULD RESULT IN SIGNIFICANT TEMPORARY NOISE IMPACTS TO NEARBY NOISE SENSITIVE RECEIVERS.**

Impact Analysis: Construction activities associated with the proposed project and cumulative projects may overlap, resulting in construction noise in the site vicinity. However, construction noise primarily affects the areas immediately adjacent to a construction site. Due to the distance and intervening structures, cumulative construction noise impacts would not occur. Additionally, the proposed project and all cumulative projects within the City would be required to comply with the City’s noise standards and allowable hours of construction. Therefore, the project’s contribution to cumulative noise impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LONG-TERM NOISE IMPACTS

- **THE PROPOSED PROJECT COULD RESULT IN A SIGNIFICANT INCREASE IN TRAFFIC AND LONG-TERM STATIONARY AMBIENT NOISE LEVELS.**

Impact Analysis:

MOBILE NOISE

The cumulative mobile noise analysis is conducted in a two-step process. First, the combined effects from both the proposed project and other related projects are compared. Second, for combined effects that are determined to be cumulatively significant, the project’s incremental effects then are analyzed. The project’s contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The combined effect compares the “Future With Project” condition to “Existing” conditions. This comparison accounts for the traffic noise increase from the project generated in combination with traffic generated by projects in the cumulative projects list.

A significant impact would result only if both the combined (including an exceedance of the applicable exterior standard at a sensitive use) and incremental effects criteria have been exceeded. Noise by definition is a localized phenomenon, and reduces as distance from the source increases. Consequently, only the proposed project and growth due to occur in the project site’s general vicinity would contribute to cumulative noise impacts. Table 5.11-14, *Cumulative Noise Impact Scenario*, lists the traffic noise effects along roadway segments in the project vicinity for “Existing,” “Future Buildout

Year 2045 Without Project,” and “Future Buildout Year 2045 With Project” conditions, including incremental and net cumulative impacts.

As indicated in Table 5.11-14, the incremental effects would range from 0.1 dBA to 0.7 dBA and would not exceed the incremental effects criterion of 1.0 dBA and the combined effects would range from 0.6 dBA to 1.3 dBA and would not exceed the combined effects criterion of 3.0 dBA along the subject roadways. As there would not be any roadway segments that would be subject to significant incremental effects or cumulative impacts, traffic noise levels associated with the proposed project (both components), in combination with cumulative background traffic noise levels, would result in less than significant cumulative impacts.

STATIONARY NOISE

Although related projects have been identified within the project area, the noise generated by stationary equipment on-site cannot be quantified due to the speculative nature of each development. Nevertheless, each cumulative project would require separate discretionary approval and project-specific environmental analysis, which would address potential noise impacts and identify necessary attenuation measures, where appropriate. Additionally, as noise dissipates as it travels away from its source, noise impacts from stationary sources would be limited to each of the respective sites and their vicinities. Due to the distance and intervening structures, cumulative stationary noise impacts would not occur. As noted above, the proposed project would not result in significant stationary noise impacts that would significantly affect surrounding sensitive receptors. Thus, the proposed project and identified cumulative projects are not anticipated to result in a significant cumulative impact in this regard.

**Table 5.11-14
Cumulative Noise Impact Scenario**

Roadway Segment	Existing	Future Buildout Year 2045 Without Project	Future Buildout Year 2045 With Project	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	Difference In dBA Between Existing and Future Buildout Year 2045 With Project	Difference in dBA Between Future Buildout Year 2045 Without Project and Future Year 2040 With Project	
Bloomfield Avenue						
Civic Center Drive to Foster Road	66.1	66.7	67.4	1.3	0.7	No
Foster Road to Markdale Avenue	65.8	66.5	67.0	1.2	0.5	No
Imperial Highway						
Pioneer Boulevard to Norwalk Boulevard	69.0	69.7	69.9	0.9	0.2	No
Norwalk Boulevard to Bloomfield Avenue	68.7	69.3	69.5	0.8	0.2	No
Bloomfield Avenue to Shoemaker Avenue	68.9	69.5	69.5	0.6	0.1	No
Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level; - = Contour located within the roadway right of way.						
Source: Based on traffic data within the Transportation Impact Analysis.						

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

VIBRATION IMPACTS

● PROJECT IMPLEMENTATION COULD RESULT IN SIGNIFICANT VIBRATION IMPACTS TO NEARBY SENSITIVE RECEPTORS AND STRUCTURES.

Impact Analysis: As discussed above, project operational activities would not generate substantial groundborne vibration and project construction activities would not generate groundborne vibration on-site above the significance criteria (i.e., 0.5 inch/second PPV threshold as established by Caltrans). Groundborne vibration generated from cumulative development projects would be required to implement any required mitigation measures on a project-by-project basis, as applicable, pursuant to CEQA provisions. Therefore, the project's contribution to cumulative vibration impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.11.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to noise have been identified following compliance with the applicable Federal, State, and local laws and regulations.

5.12 POPULATION AND HOUSING

This section identifies the existing population, housing, and employment statistics in the City of Norwalk (City) and provides an analysis of potential impacts that may result from project implementation. More specifically, the impact analysis evaluates how project implementation would induce population, housing, or employment growth in Norwalk, either directly or indirectly. The following analyses are based primarily on data obtained from the California Department of Finance (DOF) (2022 data), California Employment Development Department (EDD) (2022 data), and Southern California Association of Governments' (SCAG) *Connect SoCal: 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy* (Connect SoCal).

5.12.1 EXISTING SETTING

POPULATION

Population data for the County of Los Angeles (County) and City is presented in [Table 5.12-1, Population Estimates and Projections](#).

**Table 5.12-1
Population Estimates and Projections**

Year	County of Los Angeles	City of Norwalk	City of Norwalk as Percent of County of Los Angeles
Existing Conditions (May 2022)	9,861,224	101,645	1.03%
2045 SCAG Forecast	11,674,000	107,000	0.9%
2022-2045 Change	+1,812,776	+5,355	--
2022-2045 % Change	+18.4%	+5.3%	--
Sources: DOF, <i>E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2022, with 2020 Benchmark, May 2022</i> ; SCAG, <i>Connect SoCal Demographics & Growth Forecast</i> , adopted September 2020.			

County of Los Angeles

As indicated in [Table 5.12-1](#) the County's current population is estimated to be approximately 9,861,224 persons; SCAG projects the County's population to increase to approximately 11,674,000 persons by 2045, an 18.4 percent increase from 2022 to 2045.

City of Norwalk

As indicated in [Table 5.12-1](#), the City's current population is estimated to be approximately 101,645 persons; SCAG forecasts the City's population to increase to approximately 107,000 persons by 2045, a 5.3 percent increase from 2022 to 2045. Comparatively, the City is forecast to grow at a lower rate than the County. By 2045, the City is forecasted to constitute approximately 0.9 percent of the County's total population, a decrease compared to existing conditions (1.03 percent).

HOUSING

Housing data for the County and City is presented in [Table 5.12-2, *Housing Inventory Estimates and Projections*](#).

**Table 5.12-2
Housing Inventory Estimates and Projections**

	Dwelling Units	
	County of Los Angeles	City of Norwalk
Existing Conditions (May 2022)	3,635,136	28,633
2022 Vacancy Rate	5.3%	2.8%
2022 Persons per Household	2.80	3.59
2045 SCAG Forecasts	4,337,307 ¹	28,064 ¹
2022-2045 Change	+702,171	-569
2022-2045 % Change	+19.3%	-2%
Notes: 1. SCAG does not provide housing forecasts; therefore, the County's housing forecast is based on DOF's 2022 vacancy rate of 5.3 percent and SCAG's 2045 household forecast of 4,119,000 households, and the City's housing forecast is based on DOF's 2022 vacancy rate of 2.8 percent and SCAG's 2045 household forecast of 27,300 households.		
Sources: DOF, <i>E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2022, with 2020 Benchmark</i> , May 2022; SCAG, <i>Connect SoCal Demographics & Growth Forecast</i> , adopted September 2020.		

County of Los Angeles

The County's housing inventory is currently estimated to be approximately 3,635,136 dwelling units.

Vacancy rates are a measure of the general availability of housing. They also indicate how well the types of available units meet the housing market demand. A low vacancy rate suggests that households may have difficulty finding housing within their price range, whereas a high vacancy rate indicates that either the units available are not suited to the population's needs or there is an oversupply of housing units. The availability of vacant housing units provides households with choices of type and price to accommodate their specific needs. Low vacancy rates can result in higher prices, limited choices, and settling with inadequate housing. Low vacancy rates may also contribute to overcrowding. A vacancy rate between 4.0 and 6.0 is considered "healthy." As of 2022, the County has an estimated vacancy rate of 5.3 percent and an average household size of 2.80.

SCAG forecasts the County's households to reach 4,119,000 by 2045. Assuming a 5.3 percent vacancy rate, the County's housing inventory is forecast to total approximately 4,337,307 dwelling units by 2045, representing an increase of approximately 19.3 percent between 2022 and 2045; refer to [Table 5.12-2](#).

City of Norwalk

The City's housing inventory is currently estimated to be approximately 28,633 dwelling units. As indicated in [Table 5.12-2](#), the City's 2022 vacancy rate is estimated to be approximately 2.8 percent. Comparatively, the City's vacancy rate is lower than the County's overall vacancy rate of 5.3 percent.

SCAG forecasts the City’s households to reach 27,300 by 2045. Assuming a 2.8 percent vacancy rate, the City’s housing inventory is forecast to total approximately 28,064 dwelling units by 2045, representing a decrease of approximately two percent between 2022 and 2045; refer to [Table 5.12-2](#).

EMPLOYMENT

[Table 5.12-3, *Employment Estimates and Projections*](#), details existing and projected employment data for the County and City.

**Table 5.12-3
Employment Estimates and Projections**

	County of Los Angeles		City of Norwalk	
	Employment	Unemployment Rate	Employment	Unemployment Rate
Existing Conditions (September 2022)	4,721,500	4.5%	46,300	4.4%
2045 SCAG Forecast	5,382,000	--	28,100	--
2022-2045 Change	+660,500	--	-18,200	--
2022-2045 % Change	+13.99%	--	-39.31%	--
Sources: EDD, Labor Market Information Division, <i>Monthly Labor Force Data for Cities and Census Designated Places (CDP) September 2022 - Preliminary</i> , October 21, 2022; SCAG, <i>Connect SoCal Demographics & Growth Forecast</i> , adopted September 2020.				

County of Los Angeles

According to the EDD, the County has an estimated 4,721,500 jobs and an unemployment rate of 4.5 percent as of September 2022. SCAG projections indicate the County will have an estimated 5,382,000 jobs by 2045.

City of Norwalk

As indicated in [Table 5.12-3](#), the City has an estimated 46,300 jobs and an unemployment rate of 4.4 percent as of September 2022. SCAG projections indicate that the number of jobs within the City were forecast to reach 28,100 jobs by 2045.

The jobs/housing ratio is used as a general measure of balance between a community’s employment opportunities and the housing needs of its residents. However, it does not indicate the types of jobs available or if wages are commensurate with housing prices. A ratio of 1.0 or greater generally indicates that a community provides adequate employment opportunities, potentially allowing its residents to work within the community (rather than commuting to neighboring cities). As of 2022, the City’s jobs/housing ratio is approximately 1.62.

5.12.2 REGULATORY SETTING

STATE LEVEL

California Housing Element Law

State law mandates local communities to plan for enough housing to meet projected growth in California. Article 10.6 of the California Government Code (Sections 655801–65590) requires each

County and City to prepare a Housing Element of its General Plan. The housing element is one of seven state-mandated elements that every General Plan must contain, and it is required to be updated every eight years and determined legally adequate by the State. The purpose of the housing element is to identify the community's housing needs; state the community's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs; and define the policies and programs that the community will implement to achieve the stated goals and objectives.

The State Department of Housing and Community Development (HCD) is mandated to determine the State-wide housing need. In cooperation with HCD, local governments and Councils of Governments (COGs) are charged with determining the existing and projected housing needs as a share of the Statewide housing need of their city or region.

REGIONAL LEVEL

Southern California Association of Governments

SCAG is the responsible agency for developing and adopting regional housing, population, and employment growth forecasts for local governments from Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG's demographic data is developed to enable the proper planning of infrastructure and facilities to adequately meet the needs of anticipated growth. On September 3, 2020, SCAG's Regional Council adopted *Connect SoCal: 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (Connect SoCal), a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals.

Regional Transportation Plan/Sustainable Community Strategy

Connect SoCal is SCAG's comprehensive planning guide that combines the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) as identified in and required by California Government Code Section 65080. Connect SoCal is utilized by SCAG and other local transportation and planning agencies to forecast growth, specifically regarding employment, population, and housing, as this growth relates to transportation needs and strategies. The long-range plan is updated every four years.

Regional Housing Needs Assessment (RHNA)

The Regional Housing Needs Assessment (RHNA) is an assessment process performed periodically as part of housing element and general plan updates at the local level. The RHNA quantifies the housing need by income group within each jurisdiction during specific planning periods. The *5th Cycle Final RHNA Allocation Plan* was adopted by the SCAG Regional Council on October 4, 2012, and covers the planning period from October 15, 2013, to October 15, 2021. The 6th RHNA cycle covers the housing element planning period from October 2021 through October 2029. The *6th Cycle Final RHNA Allocation Plan* was adopted by SCAG on March 4, 2021.

The RHNA allows communities to anticipate growth so that collectively, the region can grow in ways that enhance quality of life, improve access to jobs, promote transportation mobility, and address social equity and fair share housing needs.

LOCAL LEVEL

City of Norwalk 2021-2029 Housing Element

The *City of Norwalk Draft 2021-2029 Housing Element Update* (Housing Element) identifies and establishes the City’s strategy for the maintenance and development of housing to meet the needs of existing and future residents. It establishes policies that guide City decision-making, and an action program to implement housing goals for the State-designated eight-year planning period from October 2021 through October 2029. The City’s housing strategy is based on a comprehensive evaluation of existing housing programs and policies; an assessment of the City’s population, economic, and housing characteristics; and a discussion of the physical and regulatory resources and constraints for housing production.

According to SCAG’s *6th Cycle Final RHNA Allocation Plan*, the housing needs of the City for the 2021-2029 planning period are 5,034 housing units; refer to [Table 5.12-4, *Norwalk 2021-2029 RHNA Allocation*](#). [Table 5.12-4](#) summarizes the specific number of housing units per income category anticipated to be provided between 2021 and 2029.

**Table 5.12-4
Norwalk 2021-2029 RHNA Allocation**

Income Category ¹	RHNA Allocation (Units)
Extremely and Very Low	1,546
Low	759
Moderate	658
Above Moderate	2,071
Total	5,034
Notes: AMI = Area Median Income 1. Income Categories: Extremely and Very Low Income: 0-50% AMI. Low Income: 51-80% AMI. Moderate Income: 81-120% AMI. Above Moderate Income: 121%+ AMI.	
Source: SCAG, <i>6th Cycle Final RHNA Allocation Plan</i> , modified June 3, 2021.	

5.12.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in [Appendix 11.1](#), of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

- a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) (refer to Impact Statement PHE-1); and/or

- b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere (refer to Section 8.0, *Effects Found Not To Be Significant*).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a “less than significant impact” or “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.12.4 IMPACTS AND MITIGATION MEASURES

POPULATION GROWTH

PHE-1 THE PROJECT COULD DIRECTLY OR INDIRECTLY INDUCE SUBSTANTIAL UNPLANNED POPULATION GROWTH.

Impact Analysis: The project would allow development of up to 770 residential units within a mixed-use transit-oriented community in accordance with the proposed Specific Plan. Therefore, project implementation could induce direct population growth in the City.

It is speculative at this point to determine what portion of the future residents of the anticipated 770 residential units would relocate from within or outside of Norwalk. Thus, this analysis conservatively assumes that all future residents would relocate from outside of the City. Based on the City’s average household size of 3.59, the 770 proposed units would introduce up to 2,764 additional residents to the City. The anticipated population growth associated with the project represents a 2.7 percent increase from the City’s current population of 101,645 persons.

The General Plan was adopted in 1995 and information, including existing conditions data, is nearly 30 years old. Additionally, the General Plan does not provide buildout assumptions. As such, comparing the project’s buildout potential to the General Plan is not included in this analysis.

Table 5.12-5, *Proposed Project Buildout Compared to SCAG Growth Forecasts*, compares the project’s anticipated housing and population growth with SCAG’s 2045 growth projections for Norwalk. As indicated in Table 5.12-5, SCAG projects that the City’s housing stock would total 28,064 dwelling units with a resultant population of 107,000 persons by 2045. The existing housing stock in the City already exceeds SCAG’s 2045 projection; as such, the units added by the proposed project would further surpass this threshold. However, the units added by the proposed project are within the projected growth for the County. Additionally, the population increase that would result due to project implementation would be within the growth projections for both the City and the County. The proposed project would allow up to 770 new market rate and affordable housing opportunities that would assist the City in meeting its RHNA obligation of 5,034 units. Therefore, the project would not result in substantial unplanned population growth and impacts in this regard would be less than significant.

**Table 5.12-5
Proposed Project Buildout Compared to SCAG Growth Forecasts**

Description	County of Los Angeles		City of Norwalk	
	Dwelling Units	Population	Dwelling Units	Population
Existing Conditions (May 2022)	3,635,136	9,861,224	28,633	101,645
Proposed Project	770	2,764 ¹	770	2,764 ¹
<i>Total City (Including Proposed Project)</i>	3,634,396	9,863,988	29,403	104,409
SCAG 2045 Forecasts	4,337,307	11,674,000	28,064 ²	107,000
Project's Net Development Potential Compared to SCAG's 2045 Forecast Assumption	-702,911	-1,810,012	+1,339	-2,591
Notes: 1. Based on City's average household size of 3.59. 2. SCAG does not provide housing forecasts; therefore, the City's housing forecast is based on DOF's 2022 vacancy rate of 2.8 percent and SCAG's 2045 household forecast of 27,300 households.				
Sources: DOF, <i>E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2022, with 2020 Benchmark, May 2022</i> ; SCAG, <i>Connect SoCal Demographics & Growth Forecast</i> , adopted September 2020.				

JOBS/HOUSING BALANCE

The jobs/housing ratio is used as a general measure of balance between a community's employment opportunities and the housing needs of its residents. As of 2022, the City's jobs/housing ratio is approximately 1.62. The proposed project is a mixed-use, transit-oriented community with approximately 80,147 square feet of commercial uses as well as a 150-key hotel. The proposed non-residential land uses are forecast to create approximately 254 new jobs through project buildout, based on an employment generation rate of one employee per 447 square feet of commercial use and one employee per 883 square feet of hotel use.^{1,2} The existing employed population in the City already exceeds SCAG's 2045 projection; as such, the jobs added by the proposed project would further surpass this threshold. However, the jobs added by the proposed project are within the projected growth for the County.

Based on existing conditions, the project would slightly decrease the City's jobs/housing ratio to 1.58. A ratio of 1.0 to 1.5 generally indicates that a community provides adequate employment opportunities (without being too jobs rich), potentially allowing its residents to work within the community (rather than commuting to neighboring cities). As such, the project's nominal decrease to the City's jobs/housing ratio would be beneficial to the City. Overall, the proposed mixed-use project is a well-balanced development that provides a combination of residential and non-residential land uses within Norwalk.

¹ Norwalk-La Mirada Unified School District, *Residential and Commercial/Industrial Development School Fee Justification Study*, 2021.

² Based on Table 3-1 in Section 3, Project Description, Planning Area 1 would include 3.06 gross acres of Neighborhood Commercial and hotel land uses, of which 66,647 square feet are designated Neighborhood Commercial; thus, the remaining area, 66,647 square feet, would be designated as hotel use.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.12.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, “two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts.” As outlined in [Table 4-1, *Cumulative Projects List*](#), and illustrated on [Exhibit 4-1, *Cumulative Projects Map*](#), cumulative projects are situated in the site vicinity.

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED PROJECTS, COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS RELATED TO SUBSTANTIAL UNPLANNED POPULATION GROWTH.**

Impact Analysis: Cumulative impacts involving population and housing are analyzed in terms of consistency with General Plan and SCAG growth assumptions for applicable jurisdictions. As stated above, buildout of the proposed project would introduce up to 2,764 additional residents and 770 dwelling units to the City. As stated above, the General Plan was adopted in 1995 and information, including existing conditions data, is nearly 30 years old; additionally, buildout assumptions are not provided in the General Plan. [Table 5.12-5](#) compares the project’s anticipated population and housing growth to the SCAG growth forecasts. The existing housing stock in the City already exceeds SCAG’s 2045 projection; however, the project’s buildout would be within SCAG’s 2045 dwelling unit projections for the County, and within SCAG’s 2045 population projections for both the City and County. Thus, the project’s incremental effects involving population and housing growth are not considered cumulatively significant and would not result in substantial unplanned cumulative population growth.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.12.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Implementation of the proposed project would not result in any significant and unavoidable impacts pertaining to population or housing.

5.13 PUBLIC SERVICES AND RECREATION

Public services addressed in this section include fire protection, police protection, schools, and other public facilities such as libraries. Potential impacts to park and reaction facilities are also addressed in this section. This section discusses the existing conditions, which provide the necessary baseline information. Mitigation measures are identified to avoid or lessen potential impacts, where necessary.

This section is based upon information from public service agencies; refer to [Appendix 11.2, *Notice of Preparation/Initial Study Comment Letters*](#) and [Appendix 11.9, *Public Services Correspondence*](#). Additional references include the *City of Norwalk General Plan* (General Plan), and the *City of Norwalk Municipal Code* (Municipal Code).

5.13.1 EXISTING SETTING

FIRE PROTECTION

The County of Los Angeles Fire Department (LACFD) provides fire protection services to the City and proposed project site, including fire, emergency medical, and life safety services; there are two LACFD stations within the City. The LACFD has additional resources in the surrounding communities to provide fire protection support on an as-needed basis. There are mutual aid agreements with other fire departments if the need for additional personnel or equipment arises. Automatic aid is a routine exchange of services across jurisdictional boundaries under pre-defined conditions. The LACFD maintains an automatic aid agreement with the City of Santa Fe Springs that would include the project area.¹ Automatic aid agreements are reciprocal and balanced in nature and are limited in scope as they are provided to specific areas.

The nearest station to the project site and thus the station that would be the first responder to the site is LACFD Station No. 20, located approximately 0.9-mile west of the project site at 12110 East Adoree Street. Santa Fe Springs Fire Station 81 is the second closest fire station to the project site. The third closest station to the project site is LACFD Station No. 115.² [Table 5.13-1, *Project-Serving Fire Stations*](#), describes each station responsible for responding to the project site.

¹ Written correspondence with Chief Ronald M. Durbin, Los Angeles County Fire Department Prevention Services Bureau, Forestry Division, January 23, 2023.

² Ibid.

**Table 5.13-1
Project-Serving Fire Stations**

Station	Address	Estimated Travel Distance (miles)	Personnel	Estimated Response Time
LACFD Station No. 20	12110 East Adoree Street Norwalk, CA 90650	0.9	Four-person engine company (including 1 Fire Captain, 1 Fire Specialist, 1 Fire Fighter/Paramedic, and 1 Fire Fighter), two-person paramedic squad (2 Fire Fighter/ Paramedics), and four-person Quint (1 Captain, 1 Fire Fighter Specialist, and 2 Fire Fighters).	3 minutes
Santa Fe Springs Fire Station 81	11300 Greenstone Avenue Santa Fe Springs, CA 90670	2.4	Three-person truck company (1 Fire Captain, 1 Engineer, and 1 Fire Fighter).	7 minutes
LACFD Station No. 115	11317 Alondra Boulevard Norwalk, CA 90650	3.3	Four-person engine company (1 Captain, 1 Fire Fighter Specialist, 1 Fire Fighter/Paramedic, and 1 Fire Fighter).	10 minutes
Source: Written correspondence with Chief Ronald M. Durbin, County of Los Angeles Fire Department Prevention Services Bureau, Forestry Division, January 23, 2023.				

POLICE PROTECTION

The City, including the project site, is served by the Los Angeles County Sheriff’s Department (LASD). Locally, LASD operates from the Norwalk Sheriff Station, located at 12335 Civic Center Drive, located 0.5 miles from the project site. This Station provides law enforcement services for the City of Norwalk, City of La Mirada, and South Whittier in the unincorporated County of Los Angeles. Additionally, the Norwalk Station has two police substations at 13716 La Mirada Boulevard in the City of La Mirada, and 13525 Telegraph Road, in the City of Whitter.³

The Norwalk Sheriff Station serves over 200,000 residents across approximately 24 square miles. According to LASD, the station is currently staffed with 165 sworn personnel and 37 professional staff, 56 patrol cars and 4 motorcycles.⁴ In addition to contracting services with LASD, the City of Norwalk has created the Department of Public Safety to deter and/or decrease the potential for criminal activities and to address quality-of-life issues that would otherwise increase the need for law enforcement services. The Public Safety Department regularly deploys eight Public Safety Officers (non-sworn) in the field on “Day Watch” and six Public Safety Officers on “PM Watch,” seven days a week from 7:00 a.m. to 10:00 p.m. and on weekends from 10:00 a.m. to 10:00 p.m.⁵

As of Fiscal Year 2020-21, the Norwalk Sheriff Station is currently meeting the City’s targeted response times, which are 10 minutes for emergency calls, 20 minutes for priority calls, and 60 minutes for routine calls. The 2022 average response times are reported as 3.8 minutes for emergency calls,

³ Written correspondence with the Los Angeles County Office of the Sheriff, March 14, 2023.

⁴ Ibid.

⁵ Written correspondence with the City of Norwalk Sheriff Station, March 2023.

nine minutes for priority calls, and 49.1 minutes for routine calls.⁶ The average, or anticipated, response times for the project site are 7 minutes for emergency calls, 15 minutes for priority calls, and 45 minutes for routine calls.⁷ It is acknowledged that these are approximate time ranges and could be affected by traffic conditions or due to the responding unit traveling from elsewhere in the service area and not necessarily dispatched from the station itself.

SCHOOLS

The project site is served by the Norwalk La Mirada Unified School District (NLMSD) for elementary, middle, and high schools. NLMSD has 31 schools within the cities of Norwalk and La Mirada. NLMSD serves approximately 15,582 students.⁸ Table 5.13-2, *Student Enrollment for Public Schools Serving the Project Site*, identifies the existing enrollment and capacity of each school serving the project site and as shown, the capacity for student enrollment of each school levels is currently adequate.

**Table 5.13-2
Student Enrollment for Public Schools Serving the Project Site**

School	Distance to Project Site	2021-22 Enrollment	Capacity	Remaining Capacity
Thomas B. Moffitt Elementary School 13323 S. Goller Avenue	3 mins - Driving 3 mins - Walking 2 mins - Cycling	564	748	184
Nettie L. Waite Middle School 14320 S. Norwalk Boulevard	4 mins - Driving 22 mins - Walking 10 mins - Cycling	573	780	207
Southeast Academy High School 12940 E. Foster Road	3 mins - Driving 11 mins - Walking 4 mins - Cycling	192	690	498
John H. Glenn High School 13520 Shoemaker Avenue	3 mins - Driving 13 mins - Walking 6 mins - Cycling	868	1,860	992
Total High School		1,060	2,550	1,490

Sources: Written correspondence with Edith C. Florence, Facilities Planning & Construction, Norwalk La Mirada Unified School District, December 21, 2022.

PARKS AND RECREATION

The project site currently includes multiple unpaved vacant areas, two open space fields, and a track and field. Norwalk's parks and community recreation programs are administered by the City's Recreation and Park Services Department. The parks system consists of 12 parks with a total of 98.5

⁶ Written correspondence with the Los Angeles County Office of the Sheriff, March 14, 2023.

⁷ Ibid.

⁸ California Department of Education (CDE). *Data Quest, 2021-22 Enrollment by Grade, Norwalk-La Mirada Unified Report (19-64840)*, <https://dq.cde.ca.gov/dataquest/dqcensus/enrethgrd.aspx?aggllevel=District&year=2020-21&cds=1964840>, accessed November 30, 2022.

acres of land.^{9,10} According to the General Plan, the City’s parkland standard is one acre per 1,000 residents. As of May 2022, the City’s existing population is approximately 101,645 persons.¹¹ Based on this population estimate and the City’s parkland standards, the City has a parkland demand of approximately 101.6 acres. As such, there is a parkland deficiency of 9.1 acres citywide. Table 5.13-3, Local Area Parks, identifies existing City parks within a one-mile radius of the project area. The nearest park to the project site is Zimmerman Park, located adjacent to the project site. Zimmerman Park is approximately 9.4 acres in size, and includes such amenities as a walking path, three baseball fields, one half-court basketball area, a concession stand, playground, exercise equipment, and 159 parking stalls.¹²

**Table 5.13-3
Local Area Parks**

Park Name	Address	Distance to Project Site (miles)
Don Knabe Golf Center and Junior Academy	13717 Shoemaker Avenue	0.34
Ramona Park	13244 Mapledale Street	1.0
Sproul Recreation Center	12239 Sproul Street	0.4
Zimmerman Park	13031 Shoemaker Avenue	Adjacent
Source: City of Norwalk, <i>Map of Facilities</i> , https://www.norwalk.org/home/showpublisheddocument/22321/636952560942070000 , accessed November 30, 2022.		

PUBLIC LIBRARIES

Library services for the City are provided by the Los Angeles County Library (LACL) system. LACL offers free public resources, including books, music, multimedia materials, computer and internet access, and educational and recreational services through its 85 community libraries and mobile fleet of 15 vehicles, including 4 Bookmobiles, 6 MākMō (maker mobiles), 3 early literacy vehicles, and 2 mobile outreach vehicles. Current offerings include virtual and in-person programs for customers of all ages (e.g., early literacy, tutoring, independent living skills, work readiness, citizenship, and digital literacy for adults); laptop, hotspot, and tool lending; family passes to local museums, cultural institutions, and state parks; distribution of COVID-19 test kits; and seasonal events and performances.

The LACL branch that serves the project site is the Norwalk Library, located at 12350 Imperial Highway, which is an approximate 3 minute drive, 13 minute walk, or 5 minute cycling ride from the project site. The Norwalk Library is approximately 33,749 square feet in size, holds a collection of 114,646 books and other library materials, and maintains 25 public access computers. There are 13

⁹ City of Norwalk, *General Info & Statistic*, <https://www.norwalk.org/about-us/generalinfo-statistics>, accessed November 30, 2022.

¹⁰ Written correspondence with Allan Perdomo, Director of Recreation, City of Norwalk Recreation and Park Services Department, December 12, 2022.

¹¹ California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2022, with 2020 Benchmark*, May 2022

¹² Written correspondence with Allan Perdomo, Director of Recreation, City of Norwalk Recreation and Park Services Department, December 12, 2022.

librarians on staff, including six full-time employees and seven part-time employees. Currently, no volunteers regularly assist library operations.¹³

LACL service level guidelines entail a minimum of 0.5-gross square foot of library facility space per capita, three collection items (books and other library materials) per capita for regional libraries and 2.75 collection items per capita for community libraries, and one public access computer per 1,000 people served. The Norwalk Library is a regional library; however, based on these guidelines, it does not meet the minimum requirements for the population in the service area. Currently, there is a deficiency of 64,811 collection items and 35 public access computers at this facility.¹⁴ LACL is financed primarily by a dedicated share of property tax from the service area, with other revenues including a general fund contribution, a parcel tax, grants, and fees.

5.13.2 REGULATORY SETTING

STATE LEVEL

California Code of Regulations Title 24 – Fire Codes

California Code of Regulations (CCR) Title 24, refers to the California Building Code (CBC), contains complete regulations and general construction building standards of state adopting agencies, including administrative, fire and life safety, and field inspection provisions. Part 2 of the CBC was updated in 2008 to reflect changes in the base document from the Uniform Building Code to the International Building Code. Part 9 of the CBC refers to the California Fire Code, which contains other fire safety-related building standards. In particular, the CBC Chapter 7A, *Materials and Construction Methods for Exterior Wildfire Exposure*, addresses fire safety standards for new construction.

California Public Resources Code Sections 4290-4299 And General Code Section 51178

A variety of State codes, particularly Public Resources Code Sections 4290-4299 and General Code Section 51178, require minimum statewide fire safety standards pertaining to: roads for fire equipment access; signage identifying streets, roads, and buildings; minimum private water supply reserves for emergency fire use; and fire fuel breaks and greenbelts. They also identify primary fire suppression responsibilities among the Federal, State, and local governments. In addition, any person who owns, leases, controls, operates, or maintains a building or structure in or adjoining a mountainous area or forest-covered, brush-covered, or grass-covered land, or any land covered with flammable material, must follow procedures to protect the property from wildland fires. This regulation also helps ensure fire safety and provide adequate access to outlying properties for emergency responders and safe evacuation routes for residents.

LEROY F. GREENE SCHOOL FACILITIES ACT OF 1998 (SENATE BILL 50)

Senate Bill 50 (SB 50) was enacted by the State Legislature in 1998 and made significant amendments to existing state law governing school fees. Specifically, SB 50 amended prior California Government

¹³ Written correspondence with Skye Patrick, Library Director, Los Angeles County Library, January 23, 2023.

¹⁴ Ibid.

Code Section 65995(a) to prohibit state or local agencies from imposing school impact mitigation fees, dedications or other requirements in excess of those provided in the statute in connection with “any legislative or adjudicative act...by any state or local agency involving...the planning, use, or development of real property...” The legislation also amended California Government Code Section 65996(b) to prohibit local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any “legislative or adjudicative act [involving] the planning, use or development of real property.” Further, SB 50 established the base amount of allowable developer fees: \$1.93 per square foot for residential construction and \$0.31 per square foot for commercial. These base amounts are commonly called “Level 1 fees” and are the same caps that were in place at the time SB 50 was enacted. Level 1 fees are subject to inflation adjustment every two years.

In certain circumstances, for residential construction, school districts can impose fees that are higher than Level 1 fees. School districts can impose Level 2 fees, which are equal to 50 percent of land and construction costs if they: (1) prepare and adopt a school needs analysis for facilities; (2) are determined by the State Allocation Board to be eligible to impose these fees; and (3) meet at least two of the following four conditions:

- At least 30 percent of the district’s students are on a multi-track year-round schedule;
- The district has placed on the ballot within the previous four years a local school bond that received at least 50 percent of the votes cast;
- The district has passed bonds equal to 30 percent of its bonding capacity; or
- At least 20 percent of the district’s teaching stations are relocatable classrooms.

Additionally, if the State’s bond funds are exhausted, a school district that is eligible to impose Level 2 fees is authorized to impose even higher fees. Commonly referred to as “Level 3 fees,” these fees are equal to 100 percent of land and construction costs of new schools required as a result of new developments.

Quimby Act

The Quimby Act (Government Code Section 66477) states that the legislative body of a city or county may, by ordinance, require the dedication of land or impose a fee payment requirement of in lieu thereof, or a combination of both, for park or recreational purposes as a condition to the approval of a tentative map or parcel map, provided certain requirements are met. This Section further states that “the dedication of land, or the payment of fees, or both, shall not exceed the proportionate amount necessary to provide three (3.0) acres of park area per 1,000 persons residing within a subdivision subject to this section.”

Proposition 40 Park Bond Act

Proposition 40 is intended to maintain a high quality of life for California’s growing population by providing a continuing investment in park and recreational facilities. Specifically, it is for acquisition and development of neighborhood, community, and regional parks, and recreational land and facilities, in urban and rural areas. Projects eligible for funding include an acquisition, development, improvement, rehabilitation, restoration, enhancement and the development of interpretative

facilities, or local parks and recreational land and facilities, and funds are distributed based on a city's population.

LOCAL LEVEL

Norwalk General Plan

The City of Norwalk is committed to maintaining a safe environment by minimizing fire hazards to existing and new developments. The following policies to reduce the risks associated with urban fires are relevant to the proposed project:

Safety Element

Goal: To ensure the availability and effective response of emergency services.

Policy: Consult with the County of Los Angeles Sheriff's Department and Fire Department or any other emergency response agency during the review of development projects or land use entitlement applications.

Educational and Cultural Resources Element

Policy: Coordinate with the Norwalk La Mirada Unified School District, Little Lake Unified School District, Whittier Union High School, and ABC Unified School District to ensure quality educational service and facilities are provided for the children of Norwalk residents.

Policy: Cooperate with the Los Angeles County Library system to expand service to meet the needs of residents, such as book fairs and bookmobiles, and acquire additional multilingual and multicultural materials.

Open Space Element

- To provide programs and facilities to meet the varied needs of the City of Norwalk residents, including the elderly and handicapped.
- To provide parks recreational facilities designed, landscaped, and maintained to provide a high-quality recreational experience.
- Expand the permanent supply of usable recreational open space by obtaining new land areas, or requiring new developments, such as residential subdivisions, to provide adequate on-site recreational facilities.
- Require that developers contribute to providing parks and recreational facilities to offset additional demands brought about by new development, including the use of the Quimby Act, Parkland, Park and Recreation Dedications Fees.

Norwalk Municipal Code

MUNICIPAL CODE CHAPTER 15.08, CALIFORNIA FIRE CODE

The Norwalk City Council adopts and incorporates by reference into the Municipal Code the 2022 California Fire Code. The California Fire Code sets forth requirements including emergency access, emergency egress routes, interior and exterior design and materials, fire safety features including sprinklers, and hazardous materials.

Measure P Sales Tax

Measure P sales tax is the Norwalk Essential Services and Public Safety Measure which is a three-quarter-cent local sales tax. Money generated from this sales tax would go to the City's general fund, which the City Council could use to support all City-services, including Sheriff response times and neighborhood patrols, gang prevention and youth anti-violence programs, repairs to streets and sidewalks, parks and recreation programs and facilities, and homeless prevention services, as well as expanding important emergency services like traffic and pedestrian safety.¹⁵

Norwalk La Mirada Unified School District

Developer fees are levied by the Norwalk-La Mirada Unified School District under Section 17620 of the Education Code and Sections 65995 and 66001 of the Government Code. Any residential or commercial/industrial construction project within the School District boundary may be subject to the fee.

5.13.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in Appendix 11.1, of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section.

PUBLIC SERVICES

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
 - Fire protection (refer to Impact Statement PSR-1);
 - Police protection (refer to Impact Statement PSR-2);

¹⁵ City of Norwalk, *Norwalk Essential Services and Public Safety Measure*, <https://www.norwalk.org/home/showdocument?id=23625>, access November 30, 2022.

- Schools (refer to Impact Statement PSR-3);
- Parks (refer to Impact Statement PSR-4); or
- Other public facilities (refer to PSR-5).

RECREATION

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated (refer to Impact Statement PSR-4);
- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment (refer to Impact Statement PSR-4);

Based on these standards/criteria, the effects of the proposed project have been categorized as either a “less than significant impact” or “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.13.4 IMPACTS AND MITIGATION MEASURES

FIRE PROTECTION SERVICES

PSR-1 PROJECT IMPLEMENTATION COULD RESULT IN THE NEED FOR ADDITIONAL FIRE PROTECTION FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES.

Impact Analysis:

CONSTRUCTION IMPACTS

The project would not result in the need for the construction of any new or physically altered fire protection facilities. Construction activities associated with the project could temporarily result in an incrementally increased demand for LACFD fire protection services. However, all construction activities would be subject to compliance with applicable State and local regulations in place to reduce risk of construction-related fire (i.e., requirements for emergency access, hazardous material handling, and fire protection systems; project-specific fire and safety requirements may be added during building and fire plan check with LACFD). The project would be required to comply with mitigation measure TRA-1 pertaining to implementation of a Construction Management Plan (CMP) to ensure emergency access is maintained. Additionally, the project would be required to comply with Municipal Code Chapter 15.08, *California Building Code*, which adopts by reference the CBC standards regarding site access requirements and fire safety precautions. With compliance with State and local regulations and Mitigation Measure TRA-1, construction-related impacts to fire protection services from the project would be less than significant in this regard.

OPERATIONAL IMPACTS

The project would be designed in accordance with Municipal Code Chapter 15.04, *California Building Code*, as well as Municipal Code Chapter 15.08, *California Fire Code*, which adopts by reference the 2022 edition of the California Fire Code. The California Fire Code includes fire safety-related building standards for construction, access, water mains, fire flows, and hydrants. Further, in conformance with General Plan Public Safety Element, the proposed project would be required to consult with the LACFD and Norwalk Sheriff Station or any other emergency response agency during the review of development projects or land use entitlement applications. 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. Therefore, the proposed project would be consistent with the General Plan goal to ensure the availability and effective response of emergency services.

Domestic water would be used for fire suppression and provided by GSWC. The project would require construction of new, on-site water distribution lines to serve the new buildings and facilities of the proposed project; refer to Exhibits 3-7 and 3-8 in Section 3, Project Description. New 12-inch domestic water lines would be installed concurrently with street improvements. Water connections to buildings for potable and fire protection purposes would be made prior to certificate of occupancy.

Project implementation would not induce significant unplanned population growth; refer to Section 5.12, Population and Housing. Therefore, although the proposed project is expected to increase demand for LACFD services, the demand would not be substantial or result in the need for additional fire protection facilities, and would not adversely impact service ratios, response times, or other LACFD performance standards.¹⁶ Additionally, the increase in demand for LACFD services would not require the construction of new fire protection facilities or expansion of existing fire protection facilities. Therefore, the project would result in a less than significant impact in this regard.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

Level of Significance: Less Than Significant Impact with Mitigation Incorporated.

¹⁶ Written correspondence with Chief Ronald M. Durbin, County of Los Angeles Fire Department Prevention Services Bureau, Forestry Division, January 23, 2023.

POLICE PROTECTION SERVICES

PSR-2 PROJECT IMPLEMENTATION COULD RESULT IN THE NEED FOR ADDITIONAL POLICE PROTECTION FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES.

Impact Analysis:

CONSTRUCTION IMPACTS

The project would not result in the need for the construction of any new or physically altered police protection facilities. The proposed project would be reviewed by the LASD during the plan check process for the proposed project before construction. The project site would be fenced during the construction phase, and construction site access would be limited to authorized personnel. Further, the project would be required to comply with mitigation measure TRA-1 pertaining to implementation of a CMP to ensure emergency access is maintained. Therefore, construction activities would not substantially impact police response times. Construction activities would also be subject to compliance with applicable State and local regulations to reduce impacts to police protection services, including Municipal Code Chapter 15.04 (adopts by reference the 2022 CBC), which includes site access requirements and other relevant safety precautions. As such construction-related impacts concerning police protection services would be less than significant, as the project would not result in the need for the construction of any new or physically altered police protection facilities during construction.

OPERATIONAL IMPACTS

Project implementation would result in additional demands on existing Norwalk Sheriff Station services, including the City's Department of Public Safety, as well as the level of service required by the LASD's Metrolink Bureau (MTB).¹⁷ As discussed in [Section 3.0, *Project Description*](#), project buildout would result in the construction of up to 770 dwelling units, which has the potential to introduce up to 2,764 additional residents to the City. As a transit-oriented development, the project also has the potential to increase Metrolink ridership. However, the proposed project is not anticipated to result in substantial unplanned population growth; refer to [Section 5.12](#).

Development of the proposed project would include several design features and security measures that would reduce the opportunity for criminal activity to occur onsite, which meet the goals of Crime Prevention Thru Environmental Design (CPTED) as referenced by LASD.^{18,19} For example, the Specific Plan would include a detailed safety, lighting, and signage lighting plan that would be approved by the Director of Community Development prior to issuance of a building permit; the plan would discuss strategies for avoiding spillover lighting and to ensure pedestrian safety. Lighting for uncovered parking areas, vehicular access ways, and walkways would be required. Further, in

¹⁷ Written correspondence with Alex Villanueva, Sheriff, Los Angeles Sheriff's Department, August 3, 2022.

¹⁸ Written correspondence with Alex Villanueva, Sheriff, Los Angeles Sheriff's Department, August 3, 2022.

¹⁹ Written correspondence with Christopher L. Johnson, Captain, Norwalk Sheriff's Station, March 8, 2023.

conformance with General Plan Public Safety Element, the proposed project would be required to consult with the LACFD and LASD/Norwalk Sheriff Station or any other emergency response agency during the review of development projects or land use entitlement applications. Therefore, the proposed project would be consistent with the General Plan goal to ensure the availability and effective response of emergency services.

The Norwalk Sheriff Station indicated that there are no definitive plans to replace or expand the existing facility. As of Fiscal Year 2022-23, response times are well within City and industry standards and the law enforcement budget has received a 3.9-million-dollar increase, which has funded additional Special Assignment Deputies and a Motor Deputy. It is expected that this budget increase would help mitigate the impacts of population growth. Additionally, it is expected that continued aid provided by the City's Department of Public Safety would further accommodate any increases in demand resulting from the proposed project.²⁰

The proposed project would be required to pay all applicable development and law enforcement mitigation fees. 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. Compliance with relevant legislations and the General Plan would ensure the project's additional demand for police protection services do not adversely impact the Norwalk Sheriff Station's continued ability to meet its established response times and police staffing levels. As such, operational impacts concerning police protection services would be less than significant.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

Level of Significance: Less Than Significant Impact with Mitigation Incorporated.

SCHOOL SERVICES

PSR-3 PROJECT IMPLEMENTATION COULD RESULT IN THE NEED FOR ADDITIONAL SCHOOL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE PERFORMANCE OBJECTIVES.

Impact Analysis: As indicated in [Table 5.13-2](#), NLMUSD schools serving the project site currently have the capacity necessary to accommodate additional enrollment. The proposed project would add up to 770 new dwelling units and, according to [Section 5.12](#), the project's potential buildout would generate 254 new jobs. Based on the NLMUSD's fee justification study, for a conservative estimate, it is assumed all employees generated by the project would live in the school district, which would have households per employee factor of 0.5748.²¹ As such, the proposed project's employees (254) would generate approximately 146 homes, which would be used for estimating the project student population. [Table 5.13-4, *Estimated Student Population*](#), identifies anticipated student generation under project buildout.

²⁰ Written correspondence with the Norwalk Sheriff Station, March 2023.

²¹ Norwalk-La Mirada Unified School District, *Residential and Commercial/Industrial Development School Fee Justification Study*, 2021.

**Table 5.13-4
Estimated Student Population**

School	Generation Rate for Residential ¹	Generation Rate for Commercial/Hotel ²	Total Student Generation from Proposed Project	Remaining Capacity	Exceed Capacity of Schools?
Elementary School	150	35	185	184	Yes
Middle School	77	18	95	207	No
High School	103	24	127	1,490	No
Total	331	77	407	--	--
Notes:					
1. Student generation rates for multifamily residential use include Elementary School: 0.1954; Middle School: 0.0998; and High School: 0.1341 per dwelling unit.					
2. Based on the NLMUSD's fee justification study, student generation from new commercial is based on employee households. For a conservative estimate, it is assumed all employees generated by the project would live in the district, which would have a household per employee factor of 0.5748. The proposed project's employees (254) would generate 146 households. The 146 households and the generation factors below determine student generation based on the proposed project's commercial component. Student generation rates for commercial use include Elementary School: 0.2407; Middle School: 0.1245; and High School: 0.1648 per dwelling unit					
Sources: Norwalk-La Mirada Unified School District, <i>Residential and Commercial/Industrial Development School Fee Justification Study</i> , 2021; Written correspondence with Edith C. Florence, Facilities Planning & Construction, Norwalk La Mirada Unified School District, December 21, 2022.					

Based on the student generation rate application, the existing school facilities that serve the project site would have sufficient capacity to serve the proposed project. Additionally, as noted above, this is a conservative estimate, since this analysis assumes that all students generated by the project's residential uses would be new to the NLMUSD, since it is not definite that all employees generated by the project would live in the school district and this analysis assumes that all project employees would be new to the NLMUSD. Since the proposed project is a multi-family residential development, a portion of its units would be studio and one-bedroom units, which generally do not generate school-aged children; a smaller amount of the proposed project's 770 dwelling units would generate school-aged children. Further, students have various educational options beyond the local public school (e.g., charter, private, home school, out-of-district transfers), which would further reduce the ultimate number of students who would likely attend local NLMUSD schools.

In compliance with SB 50, the project would be required to contribute its fair share of the cost of increasing demand for school facilities through payment of development impact fees. NLMUSD collects developer fees for school facilities from residential and commercial/industrial development in order to offset impacts to school services. As of 2022, NLMUSD collects developer fees in the amount of \$4.08 per square foot of residential development, \$0.526 per square foot of retail development, and \$0.66 per square foot of office development.²² According to Section 65996 of the California Government Code, payment of statutory fees is considered full mitigation for new development projects. Thus, upon payment of required fees by the Applicant, consistent with existing NLMUSD and State requirements, a less than significant impact would occur in this regard.

²² Written correspondence with Edith C. Florence, Facilities Planning & Construction, Norwalk La Mirada Unified School District, December 21, 2022.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

PARKS AND RECREATIONAL FACILITIES

PSR-4 THE PROJECT WOULD NOT CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS RELATED TO PARKS AND RECREATION FACILITIES.

Impact Analysis:

CONSTRUCTION IMPACTS

Due to typical employment patterns associated with construction and the temporary nature of project construction activities, project construction activities would not generate an increase in the City's population and no impacts concerning parks and recreational facilities would result.

OPERATIONAL IMPACTS

As discussed above, the City of Norwalk overall is currently experiencing a deficit of 9.1 acres of parkland to satisfy the City's parkland standards. Under existing conditions, the project site is not designated for or zoned as Open Space. According to [Section 5.12](#), the project's potential buildout would generate a population increase of approximately 2,764 persons and as such would require approximately 2.76 acres of parkland.

The project would require approval of the proposed Specific Plan, which would establish design standards and requirements for a mixed-use, transit-oriented development that would include open space/park uses. This approval would include a General Plan Amendment and Change of Zone of the project site to permit on-site open space uses. Under the new zone of Specific Plan No. 17, the project proposes a combination of common and private areas, such as a 1.56-acre park, a 1.53-acre linear park and tot-lot, a 0.85-acre open space area adjoining adjacent Zimmerman Park, and a 0.3-acre linear park. Usable open space would be required to be provided throughout the project site in a combination of private open space, common areas, and publicly accessible open space, based on standards in the proposed Specific Plan. Accordingly, the proposed Specific Plan would require a minimum of 125 square feet per unit (for studio and one-bedroom units) and 150 square feet per unit (for two- and three-bedroom units) of open space. The provision of residential open space would also be consistent with the General Plan's Open Space Element policies for providing private residential open space and recreational facilities to large scale residential and commercial developments.

The proposed project would also contribute property taxes and sales taxes, including Measure P sales taxes, a portion of which could be used to contribute to the provision and maintenance of parks in the city. The combination of onsite publicly accessible open space and private residential open space as well as existing park and recreation facilities with capacity for project residents and employees would ensure that the proposed project would not trigger the need for new or physically altered facilities, the construction of which could result in adverse impacts. Therefore, impacts related to the need for new or altered park facilities would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

PUBLIC LIBRARIES

PSR-5 PROJECT IMPLEMENTATION COULD RESULT IN THE NEED FOR ADDITIONAL PUBLIC LIBRARY FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE PERFORMANCE OBJECTIVES.

Impact Analysis: The proposed project’s development would increase the number of residents within the LACL service area by 770 dwelling units and approximately 2,764 persons, increasing the demand for library services provided at the Norwalk Library.

The Norwalk Library currently has a deficit for collection items and computers for its current service area. Based on the LACL service guidelines, LACL calculated the proposed project would generate a need for an additional 6,628 collection items and two public access computers. LACL has identified that the Norwalk Library has sufficient land and building capacity to accommodate the proposed project’s demand in its existing facility. The proposed project would not generate a need for new or expanded library facilities. Therefore, the proposed project would not result in a physical impact, and impacts would be less than significant.²³

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.13.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, “two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts.” As outlined in [Table 4-1, *Cumulative Projects List*](#), and illustrated on [Exhibit 4-1, *Cumulative Projects Map*](#), cumulative projects are located on both developed and undeveloped sites.

FIRE PROTECTION SERVICES

● THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CREATE INCREASED DEMAND FOR FIRE PROTECTION SERVICES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.

Impact Analysis: Cumulative development projects within the LACFD’s service area in City would have the potential to result in the need for additional LACFD resources (i.e., additional staffing, equipment, expanded/new facilities). However, cumulative projects would be subject to all applicable laws, ordinances, and regulations in place for fire protection and emergency services. Development occurring within the City would be required to demonstrate compliance with all applicable regulations, including the Municipal Code Chapter 15.08 (adopts by reference the 2022 edition of the California Fire Code) requirements regarding construction, access, water mains, fire flows, and hydrants. In conformance with the General Plan Public Safety Element, the City would consult with the LACFD

²³ Written correspondence with Skye Patrick, Library Director, Los Angeles County Library, January 23, 2023.

and LASD or any other emergency response agency during the review of development projects or land use entitlement applications. Cumulative projects would be reviewed by the City and the LACFD to determine specific fire requirements (e.g., fire hydrant spacing, sprinkler requirements in certain types of construction, safe vehicular access for evacuation or response, and ensuring the development does not negatively impact response times) applicable to the specific development and to ensure compliance with all applicable requirements as discussed.

As concluded in Impact Statement PSR-1, the proposed project is not anticipated to result in significant impacts to fire protection services. Mitigation Measure TRA-1 would minimize potential impacts to emergency access on the local circulation system during construction. Further, the proposed project would conform with the applicable laws, ordinances, and regulations in place for fire protection and emergency services as detailed above. As such, the proposed project would not result in cumulatively considerable impacts to fire protection services. Impacts in this regard would be reduced to less than significant levels.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

POLICE PROTECTION SERVICES

● THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CREATE INCREASED DEMAND FOR POLICE PROTECTION SERVICES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.

Impact Analysis: Cumulative development in the LASD's service area within the City has the potential to result in the need for additional resources (i.e., additional staffing, equipment, expanded/new facilities). However, cumulative development would be subject to all applicable laws, ordinances, and regulations in place for police services. Site-specific development would be reviewed by the City and the LASD to determine specific safety requirements applicable to the individual development proposals and to ensure compliance with these requirements under the Municipal Code Chapter 15.04 (adopts by reference the 2022 CBC), which includes site access requirements and other relevant safety precautions. In conformance with the General Plan Public Safety Element, the City would consult with the LACFD and LASD or any other emergency response agency during the review of development projects or land use entitlement applications. Similar to the proposed project, each development project is expected to integrate design concepts to reduce the potential of unwanted activity on their respective sites and comply with applicable regulatory requirements related to security and safety during construction and operation.

As concluded in Impact Statement PSR-2, the proposed project is not anticipated to involve significant impacts to police protection services, as the project would not induce substantial population growth. Additionally, Mitigation Measure TRA-1 would minimize potential impacts to emergency access on the local circulation system during construction. Further, the proposed project would conform with the applicable laws, ordinances, and regulations in place for police protection services as detailed above. Therefore, the proposed project would not result in cumulatively considerable impacts to police protection services. Impacts in this regard would be less than significant.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

SCHOOL SERVICES

- **THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CREATE INCREASED DEMAND FOR SCHOOL SERVICES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: For purposes of school services analysis, cumulative impacts are considered for projects which would also be sited within the NLMUSD service area. Cumulative development projects would also be subject to Education Code Sections 17620 *et seq.* Cumulative development projects would be evaluated on a case-by case basis at the project level, as they are implemented, for their potential to impact NLMUSD school services.

Cumulative school services impacts are analyzed in terms of impacts within NLMUSD boundaries. Cumulative development within the NLMUSD boundaries has the potential to result in the need for additional school resources (i.e., additional staffing, equipment, expanded/new facilities). However, cumulative development would be subject to all applicable laws, ordinances, and regulations in place for school services. Individual development projects would be required to pay the statutory school fees based on the type and size of development proposed pursuant to SB 50. Payment of fees to the appropriate school district is considered full mitigation for project impacts associated with the need to provide new or altered school facilities to serve new students generated by future development.

Project implementation would introduce future additional residential development which would increase demands for NLMUSD school services. However, the proposed project would be subject to Education Code Sections 17620 *et seq.*, which allow school districts to collect impact fees from developers of new commercial and residential building space. As such, the proposed project would be required to pay these development impacts fees, which are deemed to be full mitigation, the project's incremental effects to local school facilities are not cumulatively considerable. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

PARKS AND RECREATIONAL FACILITIES

- **THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CREATE INCREASED DEMAND FOR PARKS AND RECREATIONAL FACILITIES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: As discussed above, the City is currently experiencing a deficit of more than 9.1 acres of parkland to satisfy the City's parkland standards. Cumulative development projects within the City would increase demands on existing parks and recreation facilities. However, cumulative development would be subject to all applicable laws, ordinances, and regulations in place for parks and recreation facilities. Cumulative development projects would be evaluated on a case-by case basis at the project level, as they are implemented, for their potential to impact City-owned parks and recreational facilities.

As concluded in Impact Statement PSR-4, the proposed project is not anticipated to result in significant impacts to parks and recreational facilities. The project would provide approximately 1.56 acres of parkland and 1.53 acres of trail/park open space, plus additional private and public open space and recreational amenities. As such, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

PUBLIC LIBRARIES

- **THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CREATE INCREASED DEMAND FOR OTHER PUBLIC FACILITIES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: Cumulative development projects within the City would increase demands on other public facilities, such as public library facilities, as population increases. However, LACL indicated that the Norwalk Library has sufficient capacity to meet the building and land demands of the proposed project, and the proposed project would not generate a need for new or expanded library facilities. Plans for future expansion and population growth within the City would occur with or without this project; the proposed project would only contribute a small percentage of population growth and is within the City's projected population growth. Therefore, the proposed project would not result in cumulatively considerable impacts to public facilities. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.13.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Implementation of the proposed project would not result in any significant and unavoidable impacts pertaining to public services or recreation.

5.14 UTILITIES AND SERVICE SYSTEMS

Utilities and service systems addressed in this section include water, wastewater treatment, stormwater drainage, electric power, natural gas, telecommunications, and solid waste. This section discusses the existing conditions, which provide the necessary baseline information. Mitigation measures are identified to avoid or lessen potential impacts, where necessary.

This section is primarily based upon the *Norwalk Transit Village Water Supply Assessment for the Golden State Water Company* (Water Supply Assessment), prepared by Michael Baker International, Inc., dated January 26, 2024, provided as [Appendix 11.10](#), *Water Supply Assessment*, of this EIR, as well as other written correspondence provided in [Appendix 11.9](#), *Public Services and Utilities Correspondence*.

5.14.1 EXISTING SETTING

DOMESTIC WATER

The project site receives domestic water services from the Golden State Water Company (GSWC). GSWC's water supply is sourced from the following: about 50 percent of the water comes from its own groundwater sources; about 45 percent of the water is imported from the California State Water Project and the Colorado River that is purchased from member agencies of the Metropolitan Water District of Southern California (MWD); and about 5 percent comes from surface water under contracts with the U.S. Bureau of Reclamation and the Sacramento Municipal Utility District.

The GSWC water supply portfolio is composed of groundwater obtained from the Central Basin as part of the adjudication agreement including stored and leased groundwater, purchased water from the Central Basin Municipal Water District (CBMWD), and emergency connections with adjacent water agencies. CBMWD is a potable and recycled water wholesale supplier that purchases its potable water entirely from the MWD and acquires its recycled water from the Los Angeles County Sanitation District (LACSD). CBMWD makes the recycled water supplies available to GSWC through the Central Basin Recycled Water Project.

GSWC serves eight service areas, including the Norwalk service area which includes the project site. The approximate 4.3-square mile GSWC Norwalk service area is located in southeastern Los Angeles County and serves most of the City of Norwalk, along with parts of the cities of Santa Fe Springs and La Mirada, as well as a small unincorporated part of Los Angeles County. The service area is predominantly residential with some commercial and industrial land uses. GSWC owns 70,900 acre-feet of adjudicated groundwater rights and a significant number of unadjudicated groundwater rights, of which 16,000 acre-feet are allocated to the GSWC Norwalk service area. In addition, GSWC owns 11,300 acre-feet of surface water rights. A total domestic water supply of 23,439 acre-feet per year (AFY) and recycled water supply of 200 AFY are available for the GSWC Norwalk service area for all year types in the 20-year planning horizon. As shown on [Exhibit 3-5](#), *Proposed Utility Infrastructure – Domestic Water*, an existing 12-inch domestic water pipeline is present in Bloomfield Avenue right-of-way, along the project site frontage.

Groundwater

GSWC Norwalk derives its water supply almost entirely from managed groundwater resources from the Central Basin. The legal process establishing water production rights and obligations for the available natural water supply was the adjudication of the Central Basin. The Central Basin Judgment provides water rights to water agencies to limit extraction of groundwater from the Central Basin to avoid overdraft. Groundwater overdraft occurs when the water extraction rate is higher than the aquifer recharge rate. This adjudication effort concluded that water rights must be determined to effectively manage the basin's groundwater supply. Each entity has an assigned "allowed pumping allocation" annually that helps monitor and manage the groundwater extractions from the Central Basin. Seven of GSWC's eight service areas are subject to the Central Basin adjudication, which includes GSWC Norwalk.

The groundwater system has been thoroughly analyzed and is meticulously monitored through the adjudication's requirements. GSWC has a total allowed pumping allocation of 16,439 AFY for the seven service areas subject to Central Basin adjudication. GSWC Norwalk has five wells that supply the service area from the Central Basin. The annual volume of water supplied to GSWC Norwalk via these wells is 8,400 AFY. Between 2016 and 2020, groundwater use by GSWC Norwalk from the Central Basin has varied between 2,525 and 3,819 AFY. The projected available Central Basin groundwater supply/production through 2025 totals 16,439 AFY. This total remains the same through normal, single dry, and five consecutive dry years through 2045. This total is available to all service areas in the Central Basin.

Imported Water

GSWC purchases water from CBMWD, and CBMWD purchases imported water from MWD. CBMWD is a water wholesaler that provides imported water to mutual water companies, investor-owned utilities, and private companies in southeast Los Angeles County. MWD is a wholesale supplier of water to its member public agencies. MWD obtains supplies from local sources including the Colorado River, via the Colorado River Aqueduct, which it owns and operates, and the Sacramento San Joaquin Delta, via the State Water Project.

According to MWD's 2020 Urban Water Management Plan (UWMP), MWD has supply capabilities sufficient to meet expected demands from 2025 through 2045 under a single dry-year condition and a period of drought lasting five consecutive water years, as well as in a normal water year hydrologic condition.¹ MWD is expected to have a surplus of water with the minimum amount of surplus being 586,800 AFY during the multiple dry year scenario. MWD is prioritizing the development of water supply reliability, taking into consideration the current supplies available from the State Water Project and actions taken to ensure a reliable water supply.

The GSWC Norwalk water supply makeup varies each year depending on the water management actions of GSWC to meet the needs of the service area. In addition to the direct groundwater and imported water supplies, GSWC has the capability of obtaining additional water supplies from

¹ Metropolitan Water District of Southern California, *2020 Urban Water Management Plan*, page ES-6 and ES-7, June 2021.

neighboring agencies in unforeseen emergency situations (such as system outages, maintenance, or other supply disruption).

A total of 23,439 AFY of water supply that consists of adjudicated, leased, or carried over groundwater and imported water from CBMWD and MWD are available in normal, single dry, and five consecutive dry years through the 20-year planning horizon.

RECYCLED WATER

CBMWD developed the Central Basin Recycled Water Project to provide treated wastewater for non-drinking purposes. The Central Basin Recycled Water Project delivers 4,500 to 5,500 acre-feet (approximately 1.6 billion gallons) of recycled water to more than 300 industrial, commercial, and landscape irrigation connections throughout southeast Los Angeles County annually. CBMWD supplies recycled water to its service areas, including the GSWC Norwalk service area. CBMWD obtains recycled water from the San Jose Creek Water Reclamation Plant in Whittier and the Los Coyotes Water Reclamation Plant in Cerritos. Owned and operated by the LACSD, these two reclamation plants produce effluent that meets the most stringent requirements for water recycling and recycled water reuse. Since the recycled water is generated from treating consumed indoor water supplies, it is expected to be 100 percent reliable for all year types.

CBMWD owns and operates recycled water facilities, which are divided into three pressure zones. CBMWD supplies recycled water via a recycled water distribution system that includes over 80 miles of recycled water pipeline and four pump stations. Zone 1, in the north, is supplied by the Rio Hondo Pump Station. Zone 2 is located south of Zone 1 and receives water from Zone 1 through either a pressure-reducing valve or from the Cerritos Pump Station. Zone 3 is located in the western part of the CBMWD service area and is supplied by the Hollydale Pump Station via Zone 2. As shown on Exhibit 3-6, *Proposed Utility Infrastructure – Reclaimed Water*, an existing 12-inch recycle water pipeline is present in Bloomfield Avenue right-of-way, along the project site frontage.

WASTEWATER

The LACSD operates and maintains the wastewater system that serves the project site. LACSD consists of 24 independent special districts serving about 5.5 million people in Los Angeles County. LACSD's service areas cover approximately 850 square miles and encompass 78 cities and unincorporated areas in the county. LACSD operates and maintains the regional wastewater collection system, which includes approximately 1,400 miles of sewers, 49 pumping plants, and 11 wastewater treatment plants that transport and treat about half the wastewater in Los Angeles County. Collectively, LACSD treats about 400 million gallons of water per day (mgd).²

LACSD maintains existing sanitary sewer pipelines located in Zimmerman Park, railroad right-of-way, and, ultimately, flowing to Shoemaker Avenue; refer to Exhibit 3-7, *Proposed Utility Infrastructure – Sewer*. In Shoemaker Avenue, LACSD's 21-inch diameter trunk sewer has a capacity of 3.7 mgd and conveyed a peak flow of 0.2 mgd when last measured in 2018. LACSD's wastewater is carried to and

² Los Angeles County Sanitation Districts, *Our Agency*, <https://www.lacsd.org/about-us/who-we-are/our-agency>, accessed March 20, 2023.

treated at the Los Coyotes Water Reclamation Plant located in the City of Cerritos, which has a capacity of 37.5 mgd and currently processes an average flow of 21.3 mgd.

STORMWATER

Refer to Section 5.5, *Hydrology and Water Quality*, for a detailed discussion on the drainage conditions for the project site.

The project site is relatively flat with an approximate surface elevation ranging from 94 feet above mean sea level (msl) to 101 feet above msl. Under existing conditions, drainage within the project site generally flows southeast across the project site, with on-site runoff collected in a network of underground storm drains which connect to an existing 93-inch underground storm drain (owned by the Los Angeles County Flood Control District [LACFCD]) in the eastern part of the project site. Refer to Exhibit 3-8, *Proposed Utility Infrastructure – Stormwater*, for a mapping of the existing storm drain system along the eastern portion of the project site.

SOLID WASTE

Solid waste disposal services to the project site are provided by the City's waste hauler (Athens Services) for the collection, disposal, and recycling of solid waste. Athens Services provides solid waste and recycling services to more than 250,000 customers in over 50 communities within the greater Los Angeles region. Athens Services has an agreement with the City of Norwalk for the collection, transportation, recycling, processing, and disposal of solid waste and other services related to meeting the goals and requirements of the California Integrated Waste Management Act.³ According to the agreement, Athens Services is authorized to use several designated facilities including a transfer facility, materials recovery facility, construction and demolition facility, organics composting facility, waste to energy facilities, and disposal facilities (landfills). Table 5.14-1, *Landfills Serving the City*, provides a summary of the landfills utilized by the City of Norwalk and their capacity data.

DRY UTILITY SERVICES

Electricity

Southern California Edison (SCE) maintains electrical facilities along Bloomfield Avenue and along the southern property boundary. SCE provides electrical power to 15 million people in 50,000 square-miles across central, coastal and Southern California, excluding the City of Los Angeles and some other cities. SCE's electrical system is a vast network of transmission lines, distribution lines, electric poles, and transformers.⁴ Existing electrical lines are underground in Bloomfield Avenue right-of-way.

³ City of Norwalk, Agreement Between City of Norwalk and Arakelian Enterprises, Incorporated (Athens Services) for Integrated Solid Waste Management Services, May 2018.

⁴ Southern California Edison, *Who We Are*, <https://www.sce.com/about-us/who-we-are>, accessed March 20, 2023.

**Table 5.14-1
Landfills Serving the City of Norwalk**

Landfill/Location	Maximum Daily Throughput (tons per day)	Remaining Capacity (cubic yards)	Anticipated Closure Date
Savage Canyon Landfill 13919 Penn Street, Whittier, California 90602	3,350	9,510,833	12/31/2055
Mid-Valley Landfill 2390 Alder Avenue, Rialto, California 92376	7,500	61,219,377	4/1/2045
Puente Hills Material Recovery Facility (previously Puente Hills Landfill) ¹ 13130 Crossroads Parkway South, Industry, California 91746	4,400	--	--
Total	15,250	70,730,210	--
Note: 1 The Puente Hills Landfill closed permanently on October 31, 2013. Refuse may be taken to the Puente Hills Material Recovery Facility instead; therefore, capacity for the Material Recovery Facility is shown.			
Source: California Department of Resources Recycling and Recovery, <i>SWIS Facility/Site Search</i> , https://www2.calrecycle.ca.gov/SolidWaste/Site/Search , accessed March 20, 2023.			

Natural Gas

Southern California Gas Company (SoCalGas) provides natural gas services to the project area. SoCalGas supplies power to a population of 21.8 million through 5.9 million meters. SCE’s service territory encompasses approximately 24,000 square miles in diverse terrain throughout Central and Southern California.⁵ Existing natural gas lines are located in Bloomfield Avenue right-of-way.

Telecommunication

Cable, telephone, and internet services within the City are currently provided by Charter Spectrum, DirecTV, Dish Network, and Frontier Communications. Existing telephone and cable/television lines are located in Bloomfield Avenue right-of-way.

5.14.2 REGULATORY SETTING

Refer to Section 5.5.2, *Regulatory Setting*, for a discussion on all applicable Federal and State level regulations regarding stormwater.

FEDERAL LEVEL

Federal Safe Drinking Water Act of 1974

The Safe Drinking Water Act, the principal Federal law intended to ensure safe drinking water for the public, was enacted in 1974 and has been amended several times since it came into law. The Act authorizes the U.S. Environmental Protection Agency (EPA) to set national standards for safe drinking water, called the National Primary Drinking Water Regulations, to protect against both

⁵ Southern California Gas Company, *Company Profile*, <https://www.socalgas.com/about-us/company-profile>, accessed March 20, 2023.

naturally occurring and man-made contaminants. These standards set enforceable maximum contaminant levels in drinking water and require all water providers in the United States to treat water to remove contaminants, except for private wells serving fewer than 25 people. In California, the State Water Resource Control Board (SWRCB) conducts most enforcement activities. If a water system does not meet its standards, then it is the water supplier's responsibility to notify its customers.

Resource Conservation and Recovery Act Of 1976

The Resource Conservation and Recovery Act (RCRA) of 1976 (Title 40 of the Code of Federal Regulations), Part 258 contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the Federal landfill criteria. The Federal regulations address the location, operation, design (liners, leachate collection, run-off control, etc.), groundwater monitoring, and closure of landfills.

STATE LEVEL

State of California Water Recycling Act

Enacted in 1991, the Water Recycling Act established water recycling as a State priority. The Water Recycling Act encourages municipal wastewater treatment districts to implement recycling programs to reduce local water demands.

California Code of Regulations, Title 22, Division 4, Chapter 3 Water Recycling Criteria

California regulates the wastewater treatment process and use of recycled water pursuant to California Code of Regulations (CCR), Title 22, Division 4, Chapter 3, Water Recycling Criteria. According to these regulations, recycled water to be used for irrigation of public areas must be filtered and disinfected to tertiary standards.

Urban Water Management Act

The Urban Water Management Planning Act requires urban water suppliers to prepare an UWMP if they provide water for municipal purposes to more than 3,000 customers or provide more than 3,000 AFY of water. The intent of the UWMP is to assist water supply agencies in water resource planning given their existing and anticipated future demands. The UWMP must include a water supply and demand assessment that compares total water supply available to the water supplier with the total projected water use over a 20-year period. UWMPs must also be updated every five years.

Water Conservation Act of 2009

Water Code Sections 10800, *et seq.* creates a framework for future planning and actions by urban (and agricultural) water suppliers to reduce California's water use. The law requires urban water suppliers to reduce Statewide per capita water consumption by 20 percent by 2020. Additionally, the State is required to make incremental progress towards this goal by reducing per capita water use by at least 10 percent by 2015. Each urban retail water supplier was required to develop water use targets and an interim water use target by July 1, 2011. Each urban retail water supplier was required, by July 2011, to include in their water management plan the baseline daily per capita water use, water use target, interim water use target, and compliance daily per capita water use.

Senate Bill 610 and 221

Senate Bill (SB) 610 and SB 221 were amended in 2001 to assure coordination between the local water and land use decisions to confirm that California cities and communities are provided with adequate water supply. Specific projects are required to prepare a Water Supply Assessment (WSA). The WSA is composed of information regarding existing and forecasted water demands, as well as information pertaining to available water supplies for the new development. SB 221, in particular, requires written verification that there is sufficient water supply available for new residential subdivisions that include over 500 dwelling units or meet the other requirements listed above. The verification must be provided before construction of the project begins.

SB 610 and SB 221 are companion measures which seek to:

- Promote more collaborative planning between local water suppliers and cities and counties;
- Require detailed information regarding water availability be provided to city and county decision-makers prior to approval of specific large development projects;
- Require that this detailed information be included in the administrative record that serves as the evidentiary basis for an approval action by the city or county on such projects; and
- Recognize local control and decision making regarding the availability of water for projects and the approval of projects.

Efficiency Standards

CCR Title 20 addresses Public Utilities and Energy and includes appliance efficiency standards that promote water conservation. The California Building Code (CCR Title 24) includes the California Plumbing Code (Part 5), which promotes water conservation. In addition, a number of California laws listed below require water-efficient plumbing fixtures in structures:

- CCR Title 20 Section 1604(g) establishes efficiency standards that give the maximum flow rate of all new showerheads, lavatory faucets, sink faucets, and tub spout diverters.
- CCR Title 20 Section 1606 prohibits the sale of fixtures that do not comply with established efficiency regulations.
- CCR Title 24 Sections 25352(i) and (j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. Insulation of water-heating systems is also required.
- Health and Safety Code Section 17921.3 requires low-flush toilets and urinals in virtually all buildings.

State Water Resources Control Board – Statewide General Waste Discharge Requirements

The General Waste Discharge Requirements specify that all Federal and State agencies, municipalities, counties, districts, and other public entities that own or operate sanitary sewer systems greater than one mile in length which collect and/or convey untreated or partially treated wastewater to a publicly

owned treatment facility in the State of California need to develop a sewer master plan. The master plan evaluates existing sewer collection systems and provides a framework for undertaking the construction of new and replacement facilities in order to maintain proper levels of service. It includes inflow and infiltration studies to analyze flow monitoring and water use data, a capacity assurance plan to analyze the existing system with existing land use and unit flow factors, a condition assessment and sewer system rehabilitation plan, and a financial plan with recommended capital improvements and financial models.

California Integrated Waste Management Act Of 1989

The Integrated Solid Waste Management Act of 1989 (AB 939) (California Public Resources Code Section 40050 et seq.) established an integrated waste management system that focuses on source reduction, recycling, composting, and land disposal of waste. AB 939 requires every city and county in California to divert 50 percent of its waste from landfills whether through waste reduction, recycling, or other means. Compliance with AB 939 is measured in part by comparing solid waste disposal rates for a jurisdiction with target disposal rates. Actual rates at or below target rates are consistent with AB 939. AB 939 also requires California counties to show 15 years of disposal capacity for all jurisdictions in the county or show a plan to transform or divert its waste.

Assembly Bill 341

AB 341 (Chapter 476, Statutes of 2011) increased the Statewide solid waste diversion goal to 75 percent by 2020. The law also mandates recycling for commercial and multi-family residential land uses as well as school districts.

Assembly Bill 1826

The California Solid Waste Reuse and the Recycling Access Act of 1991 (AB 1327) is codified in Public Resources Code Sections 42900-42911. As amended, AB 1327 requires each local jurisdiction to adopt an ordinance requiring commercial, industrial, institutional, and residential buildings having five or more living units to provide an adequate storage area for the collection and removal of recyclable materials. The size of these storage areas is determined by the appropriate jurisdictions' ordinance. The City's ordinance is included under Chapter 8.48 of the Municipal Code.

Assembly Bill 1327

AB 1826 (California Public Resources Code Sections 42649.8 et seq.) requires recycling of organic matter by businesses generating such wastes in amounts over certain thresholds. AB 1826 also requires that local jurisdictions implement an organic waste recycling program to divert organic waste generated by businesses and multi-family developments that consist of five or more units.

California Green Building Standards Code

Section 5.408, Construction Waste Reduction, Disposal, and Recycling, of CALGreen (Title 24, CCR, Part 11) requires at least 50 percent of nonhazardous construction and demolition waste from non-residential construction operations be recycled and/or salvaged for reuse. CALGreen is updated on a three-year cycle; the 2022 CALGreen took effect on January 1, 2023.

California Energy Commission

The California Energy Commission (CEC) was created in 1974—as the California Energy Resources Conservation and Development Commission—to be the State’s principal energy planning organization and meet the energy challenges of the 1973 oil embargo. The CEC is charged with six basic responsibilities when designing State energy policy:

- Forecast statewide electricity needs;
- License power plants to meet those needs;
- Promote energy conservation and efficiency measures;
- Develop renewable energy resources and alternative energy technologies;
- Promote research, development, and demonstration; and
- Plan for and direct the State’s response to energy emergencies.

California Energy Benchmarking and Disclosure (AB 802)

On October 8, 2015, AB 802 directed the CEC to establish a Statewide energy benchmarking and disclosure program and enhanced the CEC’s existing authority to collect data from utilities and other entities for the purposes of energy forecasting, planning, and program design. Among the specific provisions, AB 802 requires utilities to maintain records of the energy usage data of all buildings to which they provide service for at least the most recent 12 complete months. AB 802 requires each utility, upon the request and authorization of the owner, owner’s agent, or operator of a covered building, to deliver or provide aggregated energy usage data for a covered building to the owner, owner’s agent, operator, or to the owner’s account in the Energy Star Portfolio Manager, subject to specified requirements. AB 802 also authorized the CEC to specify additional information to be delivered by utilities for certain purposes.

California Building Code: Building Energy Efficiency Standards

Energy conservation standards for new residential and non-residential buildings were adopted by the CEC in June 1977. Title 24 requires the design of building shells and building components to conserve energy, with standards updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 Building Energy Efficiency Standards went into effect January 1, 2023. The 2022 standards focus on four key areas: 1) smart residential photovoltaic systems; 2) updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); 3) residential and non-residential ventilation requirements and; 4) non-residential lighting requirements.

California Building Code: CALGreen

CALGreen was adopted as part of the California Building Standards Code and established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), as well as water conservation and material conservation, both of which contribute to energy conservation. The 2022 CALGreen standards became effective January 1, 2023.

2012 Appliance Efficiency Regulations

The 2012 Appliance Efficiency Regulations (20 CCR Sections 1601 through 1608) include standards for both federally regulated appliances and non-federally regulated appliances. Though these regulations are now often viewed as “business as usual,” they exceed the standards imposed by all other states, and they reduce energy demand as well as greenhouse gas emissions.

REGIONAL LEVEL

Golden State Water Company Norwalk Service Area Urban Water Management Plan

The GSWC is required to prepare a UWMP for its service areas pursuant to Water Code Sections 10610 through 10656 of the Urban Water Management Planning Act, effective January 1, 1984. The Urban Water Management Planning Act requires all urban water suppliers to prepare, adopt, and file a UWMP with the Department of Water Resources (DWR) every five years. The GSWC Norwalk Service Area 2020 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 plan also details the Water Shortage Contingency Plan used in case of shortage emergencies. The plan assesses the reliability of all three of GSWC Norwalk’s water sources which include groundwater supplies from the Central Basin and purchased water through the CBMWD and the MWD.

Los Coyotes Water Reclamation Plant NPDES Permit

The Los Coyotes WRP is owned and operated by LACSD and provides primary, secondary, and tertiary wastewater treatment. Wastewater discharge requirements for the Los Coyotes WRP are detailed in NPDES No. CA0054011, Order No. R4-2015-0124. The discharger filed a request for reissuance of its NPDES permit on January 30, 2020. The request was approved by the Los Angeles RWQCB’s Board of Directors on December 9, 2021. The permit includes the conditions needed to meet minimum applicable technology-based requirements. The permit includes limitations more stringent than applicable Federal technology-based requirements where necessary to achieve the required water quality standards.

Los Angeles County Sanitation District’s Connection Fees

Capital improvements to the Los Coyotes WRP are funded from connection fees charged to new developments, redevelopments, and expansions of existing land uses. The connection fee is a capital facilities fee used to provide additional conveyance, treatment, and disposal facilities (capital facilities) required by new users connecting to the LACSD’s sewerage system or by existing users who significantly increase the quantity or strength of their wastewater discharge. The Connection Fee Program ensures that all users pay their fair share for any necessary expansion of the system. Estimated wastewater generation factors used in determining connection fees in LACSD’s 22 member districts are set forth in the Connection Fee Ordinance for each respective district, available on LACSD’s website. The City, including the project site, is in District 18 and development of the project would be subject to the Connection Fee Ordinance.

Los Angeles County Sanitation District's Wastewater Ordinance

The purpose of LACSD's wastewater ordinance is to establish controls on users of the LACSD's sewer system to protect the environment and public health, and to provide for the maximum beneficial use of LACSD's facilities. The provision of this ordinance applies to all direct or indirect discharges to any part of LACSD's sewer system. The ordinance regulates sewer construction and provides for the approval of plans for sewer construction and implements Federal and State pollution control regulations. LACSD's wastewater ordinance is adopted, with amendments, by the City under Title 13, Chapter 13.12, County Sanitary Sewer and Industrial Waste Ordinance, of the *City of Norwalk Municipal Code* (Municipal Code).

County of Los Angeles Countywide Integrated Waste Management Plan

The County Integrated Waste Management Plan comprises the solid waste reduction planning documents produced by the County and its cities. To assess compliance with AB 939, a Disposal Reporting System was established to measure the amount of disposal from each jurisdiction. Comparing current disposal rates to base year solid waste generation determines whether each jurisdiction complies with the diversion mandate. Additionally, the Siting Element is a long-term planning document that describes how the County and the cities in the county plan to manage the disposal of their solid waste for a 15-year plan.

LOCAL LEVEL

City of Norwalk General Plan

Goals, objectives, and policies related to water systems are outlined below.

UTILITY INFRASTRUCTURE ELEMENT

Objectives: To provide adequate water supply and delivery systems to meet the demands of new and existing development.

Policies:

- Maintain water distribution systems to ensure proper service to existing and new developments.
- Promote water conservation in both City operations and in private development to minimize the need for the development of new water sources and facilities.
- Ensure the provision of adequate fire flow rates in all new development.

Objective: To provide adequate reclaimed water supply and delivery systems to meet new and existing needs.

Policy:

- Encourage the use of reclaimed water for commercial uses such as nurseries, industrial operations and landscaping.

Objective: To provide adequate sewer systems to efficiently serve existing and future needs in Norwalk.

Policies:

- Expand sewer collection systems to accommodate the needs of existing and planned development.
- Provide maintenance of the sewer systems in a manner that will ensure proper service to existing and new developments.
- Promote water conservation practices to reduce the sewage flows from existing and future developments.

Objective: To provide adequate storm drainage and flood control infrastructure to efficiently serve existing and future Norwalk residents.

To reduce storm water pollution.

Policy:

- Work with the appropriate State and County agencies to reduce water pollution from storm water.

Objectives: To provide for the safe and efficient disposal of solid waste.

Policies:

- To protect the citizens and environment of Norwalk by controlling and limiting toxic waste generation in the City.
- Comply with the provisions of AB 939 to reduce solid waste.
- Encourage public and private recycling programs.
- Actively promote safe disposal of hazardous wastes.

Objectives: To ensure adequate natural gas service to meet present and future needs of the City.

To minimize the risks associated with any gas leakage and exposure.

Policies:

- Coordinate with the Gas Company in upgrading or adding gas service lines to serve present and future needs of Norwalk.
- Encourage energy conservation in both public and private buildings.

Objective: To ensure adequate electricity service to meet present and future needs of Norwalk.

Policies:

- Coordinate with Southern California Edison in upgrading and adding electrical service to serve present and future needs of Norwalk.

- Encourage energy conservation in both public and private buildings.

Objective: To ensure new and existing development will have necessary telecommunications facilities to serve the citizens and businesses of Norwalk.

Policy:

- Encourage the development and expansion of telecommunications systems (including cable television and, as feasible, fiber optics), for purposes of entertainment, education, culture, communication, and other similar purposes.

City of Norwalk Water Master Plan

The City of Norwalk's Water Master Plan evaluates the capacity of the City's existing water distribution system, develops a capital improvement program, and assesses the funding needed to implement the program. The plan develops a hydraulic model of the water system to analyze existing system operations and evaluates and prioritizes capital improvements necessary to fully utilize the City's water rights. The plan identifies existing and future system deficiencies over a planning period of ten years and develops a phased Water System Improvement Plan. Additionally, the plan includes information for use by the City's Water Rate Consultant on the Water System Improvement Plan and a Financing Plan for projects to be considered within the water rate structure for the next five years.

City of Norwalk Sewer System Management Plan

The City's Sewer System Management Plan (SSMP) sets forth goals and actions to be followed, and guidelines for various activities involved in managing, operating, maintaining, repairing, replacing, and expanding the sewer system. The SSMP also includes actions to follow when responding to a sewer system overflow in the community, including reporting obligations. Also described are legal authorities for managing the system and ministerial actions required in monitoring, auditing, reporting and communicating with the public and regulators (Norwalk 2014a). All flow from the City's sewer system discharges to the trunk sewers owned by the LACSD.

City of Norwalk Sewer Master Plan

The City's Sewer Master Plan was developed to identify areas of current system capacity and structural deficiencies, and areas of necessary upgrades or new systems based on future growth and development as anticipated by the General Plan. The master plan also identifies a time frame, based on priority, and the cost of maintaining, repairing, replacing, upgrading, and installing new sewer system improvements based on the growth forecast and condition, age, and capacity of existing sewer lines (Norwalk 2015).

City of Norwalk Municipal Code

CHAPTER 13.04, WATER SERVICE SYSTEM

This chapter includes requirements for the connection to the water service system, including applying for water service, monthly rates and other fees and charges, capital improvement charges, the maintenance of water service pressure, and design requirements for water connections.

CHAPTER 15.30, GREEN BUILDING STANDARDS CODE

This chapter adopts by reference the most current (2022) California Green Building Standards Code (CALGreen). CALGreen applies to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure in California, unless otherwise indicated in the code. CALGreen establishes planning and design standards for water conservation measures and requirements that new buildings reduce water consumption by 20 percent below a specified baseline. Standards also include low-flow fixtures (not to exceed 1.5 gallons per minute), native landscaping, and dedicated separate landscaping water meters. The building efficiency standards are enforced through the local building permit process.

CHAPTER 17.03, DEVELOPMENT REQUIREMENTS, ARTICLE 1, LANDSCAPE STANDARDS, SECTION 17.03.020, WATER EFFICIENT LANDSCAPE ORDINANCE

This chapter is intended to be as effective in conserving water as the DWR State Model Landscaping Ordinance.

CHAPTER 13.14, SEWER SERVICE CHARGE

The purpose of this chapter is to provide financing for the ongoing maintenance and operation of the sanitary sewer system in the city, including capital replacement costs.

MUNICIPAL CODE CHAPTER 8.48, SOLID WASTE HANDLING AND RECYCLING SERVICES

This chapter regulates the collection of solid waste from commercial/industrial and residential premises and encourages recycling of solid waste materials. The chapter includes requirements related to residential and commercial recycling and the preparation of waste management plans for construction, demolition, and renovation projects in the City.

MUNICIPAL CODE CHAPTER 15.30, GREEN BUILDING STANDARDS CODE

This chapter adopts by reference the 2022 California Green Building Standards Code (CALGreen). CALGreen applies to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure in California, unless otherwise indicated in the code. CALGreen establishes planning and design standards for water conservation measures and requirements that new buildings reduce water consumption by 20 percent below a specified baseline. Standards also include low-flow fixtures (not to exceed 1.5 gallons per minute), native landscaping, and dedicated separate landscaping water meters. The building efficiency standards are enforced through the local building permit process.

5.14.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in [Appendix 11.1](#), of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

- a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects (refer to Impact Statements USS-1, USS-2, USS-3, and USS-5);
- b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years (refer to Impact Statement USS-1);
- c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments (refer to Impact Statement USS-2);
- d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals (refer to Impact Statement USS-4); and
- e) Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste? (refer to Impact Statement USS-4).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.14.4 IMPACTS AND MITIGATION MEASURES

WATER SUPPLY AND DISTRIBUTION

USS-1 PROJECT IMPLEMENTATION MAY NOT HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT AND REASONABLY FORESEEABLE FUTURE DEVELOPMENT DURING NORMAL, DRY AND MULTIPLE DRY YEARS, AND COULD REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Impact Analysis:

CONSTRUCTION IMPACTS

The project would require construction of new, on-site water distribution lines to serve the proposed buildings and facilities. New 12-inch domestic water lines and new 6-inch reclaimed water infrastructure would be installed concurrently with street improvements; refer to [Exhibit 3-5](#) and [Exhibit 3-6](#). Reclaimed water would be used on-site for irrigation and proposed outdoor water features. Water connections to buildings for potable and fire protection purposes would be made prior to certificate of occupancy.

Construction activities would result in a temporary increase in water demand. Water use would be associated with earthwork and soil compaction, dust control, mixing and placement of concrete,

equipment and site cleanup, irrigation for plant and landscaping establishment, water line testing and flushing, and other related short-term activities. The amount of water used during construction would vary depending on weather, soil conditions, the size of the area under construction, and the specific activities being performed. These activities would occur intermittently throughout the construction period and would be temporary in nature.

The WSA conducted for the project evaluated the capacity of GSWC’s potable water and CBMWD’s non-potable water to meet the construction and operational demands of the project in addition to the existing and future water uses of the area within a 20-year projection. The WSA concluded both GSWC and CMBWD would have sufficient water supply to serve the project; refer to the detailed analysis below in Operational Impacts as the construction and operation data are summarized together.

Construction impacts associated with the installation of water distribution lines would involve excavation and paving in order to place the water distribution lines below the surface. As discussed in [Section 5.5, Hydrology and Water Quality](#), project construction activities would prepare a Storm Water Pollution Prevention Plan with BMPs and a SUSMP with applicable LID requirements. In addition, prior to ground disturbance, project contractors would coordinate with GSWC to identify the locations and depth of all lines. The project contractor would notify GSWC in advance of proposed ground disturbance activities to avoid water lines and disruption of water service. Therefore, construction of the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years; and would not require or result in the relocation or construction of new or expanded water infrastructure, the construction or relocation of which could cause significant environmental effects. As such, impacts in this regard would be less than significant.

OPERATIONAL IMPACTS

The project would result in a total water demand of 209 AFY for domestic water and 15 AFY for recycled water. This represents an increase compared to existing conditions, under which only a fraction of the project site is being used for temporary DSH satellite facility operations. The breakdown of these totals is shown below, in [Table 5.14-2, Project Water Demands](#).

**Table 5.14-2
Project Water Demands**

Land Use	Total Water Demand (gallons per day)	Total Water Demand (acre-feet per year)
Proposed Residential	155,540	175
Proposed Commercial	30,917	34
Total Domestic Water Use	186,847	209
Total Recycled Water Use (Irrigation)	13,271	15
Source: Michael Baker International, WSA, January 26, 2024.		

The WSA evaluated the normal year, single dry year, and multiple year drought supply and demand of water in five-year increments over the 20-year planning horizon. The assessment found that there is 23,439 AFY of available domestic water and 200 AFY of recycled water available for the GSWC Norwalk service area use. The identified surplus for the supply ranges from 18,423 AFY to 18,873

AFY for domestic water and 21 AFY of recycled water for the normal year, single dry year, and multiple dry year conditions.

GSWC supplies are available to serve several neighboring GSWC service areas, including the Norwalk service area, and GSWC manages and allocates its water supplies depending upon the needs of each GSWC service area. In addition to the available direct supplies for domestic water, GSWC Norwalk can access emergency water supply from neighboring agencies when needed. Since the recycled water is generated from treating consumed indoor water supplies, it is also considered 100 percent reliable due to its source availability. Furthermore, based on correspondence with GSWC, there is water service available to the project, which will be provided from GSWC's existing water facilities within Bloomfield Avenue.⁶ Therefore, there is sufficient supply available for the GSWC Norwalk service area, including the project's demands.

The project proposes installation of on-site infrastructure, including domestic water lines and recycled water pipelines; refer to [Exhibit 3-5](#) and [Exhibit 3-6](#). Water service to the project would continue to be provided by GSWC Norwalk and CBMWD for domestic and irrigation uses. Prior to the issuance of building permits, the LACFD would be required to grant approval of the final building design, including all fire prevention and suppression systems, which would ensure the project is developed pursuant to Fire Code requirements. In addition, on-site water connections would be constructed, as necessary, to comply with the fire flow set for the project by the LACFD during the plan check process. All water connections would also meet the requirements of Chapter 13.04 of the Municipal Code. Additionally, during the engineering design and plan check process, the City and GSWD would assess the infrastructure needs of the project to ensure that adequate water infrastructure is available. Furthermore, design of the project would meet requirements set forth in CALGreen, regarding water efficiency and conservation. Therefore, implementation of the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years; and would not require or result in the relocation or construction of new or expanded water infrastructure. As such, impacts due to project water consumption would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

WASTEWATER TREATMENT

USS-2 PROJECT IMPLEMENTATION COULD RESULT IN A DETERMINATION BY LACSD INADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED DEMAND IN ADDITION TO THE EXISTING COMMITMENTS, EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE LOS ANGELES REGIONAL WATER QUALITY CONTROL BOARD, OR RESULT IN THE CONSTRUCTION OF NEW WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING

⁶ Written correspondence with Golden State Water Company, Burke, Ray, Operations Engineer, dated May 3, 2021.

**FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE
SIGNIFICANT ENVIRONMENTAL EFFECTS.**

Impact Analysis:

The project would replace the existing on-site sewer system, including new sewer pipelines, laterals, and a new sewer lift station with a capacity of 350 gallons per minute, or 504,000 gpd; refer to [Exhibit 3-7](#). The new sewer lift station would include a sump tank with a pumping system, as well as a backup generator. The lift station would be designed to pick up sanitary flows from points of connection at each building to new 8-inch sewer pipeline within proposed on-site roads (to be installed concurrent with street improvements). Sewer connections to buildings would be made prior to certificate of occupancy. At the pump station, a new sewer pipeline would be installed along the northern portion of Zimmerman Park, connecting the sewer lift station to the existing 8-inch sewer pipeline within railroad right-of-way.

As discussed, based on correspondence with LACSD, the wastewater flow originating from the project would discharge to LACSD’s Bloomfield Avenue Trunk Sewer, located in Shoemaker Avenue north of Foster Road.⁷ LACSD’s 21-inch diameter trunk sewer has a capacity of 3.7 mgd and conveys a peak flow of 0.2 mgd when last measured in 2018. The wastewater generated by the project would be treated at the Los Coyotes Water Reclamation Plant located in the City of Cerritos, which has a capacity of 37.5 mgd and currently processes an average flow of 21.3 mgd. The expected average wastewater flow from the project site for 770 residential units, 80,147 square feet of commercial space, and a 150-room hotel, is 220,267 gallons per day. The anticipated wastewater generation as a result of the proposed project is shown in [Table 5.14-3, *Project Wastewater Generation*](#), below.

**Table 5.14-3
Project Wastewater Generation**

Land Use	Buildout	Wastewater Generation Rates (gallons per day)	Generated Wastewater (gallons per day)
Proposed Residential	770 units	156 per unit	120,120
Proposed Commercial center	80,147 square feet	1,000 per 1,000 square feet ¹	80,147
Proposed Hotel	160 rooms	125 per room	20,000
Total Wastewater Generation	--	--	220,267
Notes:			
1 The generation factor of 1,000 gallons per day/1000 square feet is for a restaurant use. This is the most conservative generation factor out of the possible commercial uses for the project. This generation factor was used as LACSD does not provide a generation factor for general commercial use.			
Source: Los Angeles County Sanitation Districts, <i>Table 1 Loadings for Each Class of Land Use</i> , https://www.lacsd.org/home/showpublisheddocument/3644/637644575489800000 .			

⁷ Written correspondence with Los Angeles County Sanitation Districts, Raza, Adriana, Customer Service Specialist, dated May 7, 2021.

As discussed, LACSD’s sewer lines have a capacity of 3.7 mgd and the Los Coyotes Water Reclamation Plant has a capacity of 27.5 mgd. Based on Table 5.14-3, the project would result in 220,267 gallons per day (or 0.22 mgd). As such, LACSD’s existing sewer system would be sufficient to treat the project’s generation of 0.22 mgd.

In addition, the capacities of LACSD’s wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). All expansions of LACSD’s facilities must be sized and service phased in a manner that would be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the LACSD’s treatment facilities would, therefore, be limited to levels associated with the approved growth identified by SCAG.

As discussed in Section 5.12, *Population and Housing*, the existing housing stock in the City already exceeds SCAG’s 2045 projection; as such, the units added by the project would further surpass this threshold. However, the units added by the project are within the projected growth for the County. Additionally, the population increase that would result due to project implementation would be within the growth projections for both the City and the County. The project would allow up to 770 new market rate and affordable housing opportunities that would assist the City in meeting its RHNA obligation of 5,034 units. As the project would be accounted for in SCAG’s regional growth forecast, it would also be within the available capacity of LACSD’s treatment facilities.

Furthermore, based on correspondence with LACSD, an 8-inch diameter or larger direct connection to LACSD’s trunk sewer would require submittal of Sewer Plans for review and approval by LACSD. LACSD is also empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to their Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is a capital facilities fee that is used by LACSD to upgrade or expand the Sewerage System. If applicable, payment of a connection fee would be required before the project is permitted to discharge to LACSD’s Sewerage System. Therefore, project implementation would result in a determination by the wastewater treatment provider that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments; and would not result in the construction or expansion of new wastewater treatment facilities which could cause significant environmental effects. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

STORMWATER DRAINAGE FACILITIES

USS-3 PROJECT IMPLEMENTATION COULD RESULT IN IMPACTS ASSOCIATED WITH THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES.

Impact Analysis: Refer to Section 5.5, *Hydrology and Water Quality*, for a detailed discussion on the project’s potential to create or contribute runoff water that could exceed the capacity of the existing on-site stormwater drainage system. Per the analysis presented in Section 5.5, the project would construct an on-site storm drain network; refer to Exhibit 3-8. The storm drain network would include an underground detention system at the southeast portion of the project site, which would attenuate

the peak runoff rate to stay within the allowable discharge rate prior to leaving the site. Implementation of the proposed storm drain improvements and LID would both reduce stormwater runoff and runoff rate within allowable discharge volume and rate. Further, the project would be required to prepare and implement a SUSMP, which should include the applicable LID requirements. For the proposed Specific Plan, a preliminary SUSMP would be submitted as part of the entitlement process for individual development projects within the proposed Specific Plan area. The SUSMP would outline the required quantities of stormwater required to be treated and the appropriate treatment methods. A final SUSMP would be submitted as part of final construction documents, which would describe the final selection of BMPs for the proposed development. Thus, impacts associated with the proposed stormwater drainage facilities, the construction of which is analyzed throughout this EIR as part of the project, would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

SOLID WASTE GENERATION

USS-4 PROJECT IMPLEMENTATION COULD BE SERVED BY A LANDFILL WITH INSUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS AND MAY NOT COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE.

Impact Analysis:

CONSTRUCTION IMPACTS

Construction activities would involve demolition of existing structures, construction of new structures, grading, and paving. The anticipated demolition of 27 structures would result in approximately 90,586 tons of demolished materials. Proposed overall grading would involve approximately 35,252 cubic yards of cut and 2,348 cubic yards of fill, necessitating approximately 60,510 cubic yards of soil to be imported.

All future construction activities would be subject to comply with relevant Federal, State, and local requirements concerning solid waste. Specifically, the project would be required to demonstrate compliance with the AB 939, which requires all California cities to “reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible.” AB 939 requires that at least 50 percent of waste produced is recycled, reduced, or composted. In addition, the project would be constructed in accordance with the CALGreen, which requires recycling a minimum of 65 percent of the nonhazardous construction and demolition debris (by weight or volume). Furthermore, the requirements of the Municipal Code Chapter 8.48, *Solid Waste Handling and Recycling Services*, would be implemented, including the preparation of a waste management plan for construction activities. Compliance with these regulations would ensure the project’s construction-related solid waste impacts would be less than significant.

OPERATIONAL IMPACTS

According to the project's air quality modeling assumptions for the project, buildout of the project is expected to generate approximately 260 tons of solid waste per year (or 0.71 tons per day); refer to Appendix 11.7, *Air Quality/Greenhouse Gas Emissions/Energy Data*. This represents an increase compared to existing conditions, under which only a nominal portion of the project site is being used for temporary DSH satellite facility operations. The Savage Canyon Landfill, Mid-Valley Landfill, and Puente Hills Material Recovery Facility have a total maximum permitted throughput of 15,250 tons per day and a remaining capacity of 70,730,210 cubic yards. Thus, the landfills serving the project site would have sufficient capacity for the project's solid waste generation.

Compliance with all applicable Federal, State, and local laws, regulations, and standards regarding solid waste disposal, including the mandates of RCRA, AB 939, AB 341, AB 1826, CALGreen, and Municipal Code Chapter 8.48, Solid Waste Handling and Recycling Services would further reduce impacts to solid waste disposal. In addition, the developers/operators of each Planning Area would be required to coordinate with Athens Services for the collection, disposal, and recycling of solid waste. A comprehensive recycling plan would be required to be included with each development plan submittal prior to the City's issuance of a building permit approval. The comprehensive recycling plan would be required to include a general recycling program for all uses including the separation of organic waste. The recycling program shall specifically require the incorporation of permanent, clearly marked, durable, source-sorted recycling bins for all structures. The bins would be required to be continuously maintained to ensure proper operation and adequate access. Compaction facilities for non-recyclable materials would be required be provided for every occupied commercial building greater than 20,000 square feet in size to reduce both the total volume of solid waste produced and the number of truck haul trips required for collection, to the extent feasible.

As such, the project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

DRY UTILITY SERVICES

USS-5 THE PROJECT COULD RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED DRY UTILITY FACILITIES, WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Impact Analysis:

ELECTRICITY

SCE maintains electrical facilities along Bloomfield Avenue and along the southern property boundary. These facilities are expected to have adequate capacity to serve this project. However, additional structures would be needed within the property due to the proposed electrical load that would require multiple transformers served from multiple switches. In addition, future development on-site would be required to include solar equipment as part of the Specific Plan.

Construction activities would be limited to providing power to the construction site and portable construction equipment. The level of power for these activities would be short-term and would not substantially increase the demand for electricity within the project area. Heavy equipment used for construction is primarily powered by diesel fuel. Temporary electric power would likely be provided via existing utility boxes and lines and/or temporary power poles on the project site. Given the limited potential demand for electricity during construction, impacts to regional electricity supplies would be considered less than significant.

The project would result in the change in zoning of the existing site from Institutional to Specific Plan No. 17: adoption of the Norwalk Transit Village Specific Plan. As such, on-site residences would have an increase in the need for electrical service, compared to existing conditions. As discussed in [Section 5.10, *Energy*](#), the project's electricity usage would be 6,769 MWh per year, or an approximate 0.0104 percent increase over the County's typical annual electricity consumption. While the project would increase energy demand at the site compared to existing conditions, it would be required to comply with the latest applicable Building Energy Efficiency Standards and CALGreen. The project would also install solar panels that would offset demand from SCE's electrical distribution system.

Total electricity consumption in SCE's service area is forecast to decrease by approximately 13,411 GWh between 2018 and 2030.⁸ SCE anticipates sufficient electricity supplies to meet demands in its service area and the project's total electricity demand accounts for less than 1 percent of SCE's total demand. Therefore, project development would not require SCE to obtain new or expanded electricity facilities, other than those proposed on-site. Further, impacts associated with the proposed electric facilities on site, the construction of the proposed structures and solar panels have been analyzed throughout this EIR as part of the project would be less than significant.

NATURAL GAS

As discussed in [Section 5.10, *Energy*](#), the project's energy usage would be 168,712 therms per year, or an approximate 0.0059 percent increase over the County's typical annual natural gas consumption. The total gas consumption in the SoCalGas service area was approximately 7,406 million therms in 2019, with slightly decreasing demand projected up to 2030.⁹ The natural gas demand from the project would represent less than 1 percent of the overall demand in SoCalGas' service area. Therefore, impacts related to project gas consumption would be less than significant and would not require SoCalGas to expand their supply and transmission facilities. Further, as detailed in Mitigation Measure GHG-1, all buildings and all appliances within buildings would only use electricity as the source of energy. As such, implementation of Mitigation Measure GHG-1 would reduce the project's overall consumption of natural gas as well.

⁸ California Energy Commission, *California Energy Demand 2019-2030 Baseline Forecast: Mid Demand Case*, <https://efiling.energy.ca.gov/GetDocument.aspx?tn=232307&DocumentContentId=64301>, accessed March 22, 2023.

⁹ California Energy Commission, *SoCalGas Natural Gas Planning Area – California Energy Demand 2020-2030 Baseline Forecast – Mid Demand Case*, <https://efiling.energy.ca.gov/GetDocument.aspx?tn=231608&DocumentContentId=63428>, accessed March 22, 2023.

TELECOMMUNICATION

Existing telephone and cable/television lines are located in Bloomfield Avenue and new service lines would be provided via underground connections to existing facilities on Bloomfield Avenue. Construction impacts associated with the installation of telecommunication lines would involve excavation and paving. As discussed in [Section 5.5, *Hydrology and Water Quality*](#), project construction activities would prepare a Storm Water Pollution Prevention Plan with BMPs and a SUSMP with applicable LID requirements to minimize impacts during grading activities. Furthermore, a number of franchised telecommunications providers are available in the region and no significant expansion or construction of the telecommunications network is anticipated. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.14.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, “two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts.” As outlined in [Table 4-1, *Cumulative Projects List*](#), and illustrated on [Exhibit 4-1, *Cumulative Projects Map*](#), cumulative projects are located on both developed and undeveloped sites.

WATER SERVICES AND INFRASTRUCTURE

- **THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CREATE INCREASED DEMAND FOR WATER FACILITIES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis:

WATER SUPPLY

The geographic context for the cumulative impact analysis on water supply is the GSWC Norwalk service area. The GSWC Norwalk is required to prepare and update its UWMP every five years to plan and provide for water supplies to serve existing and projected demands over a 20-year horizon. The 2020 UWMP prepared by GSWC Norwalk accounts for existing development within the service area as well as projected growth through the year 2045. The UWMP water demand projections assume population, housing, and employment growth anticipated in the service area based on both historical trends and official forecasts from SCAG. As noted in [Section 5.12, *Population and Housing*](#), the project’s buildout would be within SCAG’s 2045 dwelling unit projections for the County, and within SCAG’s 2045 population projections for both the City and County, and are therefore accounted for in the 2020 UWMP. Thus, GSWC Norwalk will be able to reliably provide water to its customers from 2020 through the year 2045.

Additionally, under the provisions of SB 610, GSWC Norwalk is required to prepare a comprehensive WSA for every new development “project” (as defined by Section 10912 of the Water Code) within its service area that meets certain thresholds. The types of projects that are subject to the requirements

of SB 610 tend to be larger projects that may or may not have been included in the growth projections of the GSWC 2020 UWMP. The WSAs for such projects would evaluate the quality and reliability of existing and projected water supplies, as well as alternative sources of water supply and measures to secure alternative sources if needed. Compliance with regulatory requirements that promote water conservation, such as GSWC's Water Shortage Contingency Plan, the requirements of CALGreen and the State and City's Water Efficient Landscape Ordinance, and implementation of other water saving strategies will assist in ensuring that adequate water supply is available on a cumulative basis. Therefore, it is anticipated that GSWC Norwalk would be able to supply the demands of the project and future growth through 2045 and beyond. Therefore, cumulative impacts on the water supply would be less than significant.

WATER INFRASTRUCTURE

The geographic context for the cumulative impact analysis for water infrastructure is the project vicinity. Development of the project and future new development in the project vicinity would cumulatively increase demands on the existing water conveyance system. However, new development projects would be subject to LACFD and the City's review to ensure that the existing public utility facilities would be adequate to meet the domestic and fire water demands of each project. Furthermore, individual projects would be subject to the City of Norwalk's requirements regarding infrastructure improvements needed to meet respective water demands, fire flow, and pressure requirements. LACFD and the City would conduct ongoing evaluations to ensure facilities are adequate. The City's Water Master Plan would assess system expansions and upgrades based on future need and the use of connection fees and agreements allows the City and GSWC to maintain and expand its water collection system as necessary. The current Water Master Plan includes improvement projects recommended to enhance the reliability of the water distribution system, add redundancy to the system, replace aging facilities, and improve fire flows as well as residual system pressures. As concluded in Impact Statement USS-1, the project would result in less than significant impacts related to water and reclaimed water systems, as the project would be required to coordinate with GSWC and LACFD as needed for infrastructure needs and design. Therefore, cumulative impacts on the water infrastructure system would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

WASTEWATER SERVICES AND INFRASTRUCTURE

- **THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CREATE INCREASED DEMAND FOR WASTEWATER FACILITIES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis:

WASTEWATER TREATMENT

The area considered for cumulative impacts to wastewater treatment is the Water Reclamation Plant's service area. Future growth in the City would result in increases in wastewater generation and flow. These include increases in residential and commercial effluent. The City's Sewer Master Plan projects daily wastewater generation in line with land use changes identified in the General Plan. Sewer

collection system expansions and upgrades would be based on needs identified in the Sewer Master Plan. Additionally, all future development within LACSD's larger service would be reviewed on a project-by-project basis to verify that existing capacity remains to convey the wastewater generated by the new development and whether construction of new sewer lines would result in significant environmental effects. Through the use of connection fees and agreements, LACSD is able to maintain and expand its wastewater collection system as necessary and is able to ensure that new developments pay their fair-share costs associated with increased demand, including development that may require General Plan amendments. As determined in Impact Statement USS-2, LACSD's existing sewer system would be sufficient to treat the project's wastewater generation, thus, resulting in less than significant impacts to the wastewater treatment capacity. Therefore, there would be no significant cumulative impacts on wastewater collection.

WASTEWATER SYSTEMS

The area considered for cumulative impacts to wastewater conveyance systems is the LACSD service area and the City's sewer system service area. The City's wastewater effluent is directed to the Los Coyotes Water Reclamation Plant and operated by LACSD. Future development in the City would comply with the LACSD's Wastewater Ordinance, as amended by the Municipal Code, to ensure that the Los Coyotes Water Reclamation Plant continues to operate in compliance with its NPDES permit. Furthermore, future development would also comply with the LACSD's connection fee requirements to fund future capital improvement programs. As determined in Impact Statement USS-2, the project would result in less than significant impacts related to wastewater systems, as the project would be required to coordinate with and/or pay a capital facilities fee to LACSD as needed for the construction and design of sewer infrastructure. Accordingly, cumulative impacts on wastewater infrastructure and treatment would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

STORMWATER DRAINAGE FACILITIES

- **THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CREATE INCREASED DEMAND FOR STORMWATER DRAINAGE FACILITIES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: Cumulative projects in the Lower San Gabriel River watershed could increase impervious areas and thus increase local runoff volumes at those project sites. However, cumulative projects in the region would be required to capture and infiltrate runoff as applicable in accordance with the NPDES MS4 permit. Compliance with the MS4 permit would ensure projects retain a specified volume of stormwater runoff from a design storm event on-site, and the County's LID Standards Manual provides guidance on how projects can meet these on-site retention requirements using stormwater quality control measures. Projects in the region would also be required to limit post-development runoff discharges per the requirements of the LACDPW, as detailed in the Los Angeles County Hydrology Manual and the Los Angeles County Hydraulic Design Manual. These measures minimize the potential for exceedance of the capacity of existing or planned stormwater drainage systems. As concluded in Impact Statement USS-3, the project would have less than significant impacts related to stormwater facilities, as the project's proposed storm drain network would

implement a SUSMP with applicable LID requirements and BMPs, which would both reduce stormwater runoff and runoff rate within allowable discharge volume and rate. Therefore, no significant cumulative drainage impact would occur, and project drainage impacts would not be cumulatively considerable. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

SOLID WASTE GENERATION

- **THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CREATE INCREASED DEMAND FOR SOLID WASTE GENERATION THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: The area considered for cumulative impacts is the cumulative area serviced by the Savage Canyon Landfill, Mid-Valley Landfill, and Puente Hills Material Recovery Facility. These landfills have a total maximum permitted throughput of 15,250 tons per day and a remaining capacity of 70,730,210 cubic yards. Savage Canyon Landfill and Mid-Valley Landfill have a disposal capacity beyond the 15-year horizon, as required by AB 939 to account for future demand and ensure adequate capacity. Additionally, all cumulative projects would divert construction waste per CALGreen requirements, and abide by the requirements of SB 183, AB 1826, and AB 341 as applicable. Thus, there is sufficient landfill capacity in the region for the cumulative increase in solid waste disposal. As determined in Impact Statement USS-4, the project would be required to comply with all relevant Federal, State, and local requirements concerning solid waste and to submit a comprehensive recycling plan with each development plan, thereby resulting in less than significant impacts related to solid waste. Therefore, cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

DRY UTILITIES

- **THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CREATE INCREASED DEMAND FOR DRY UTILITIES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: Like the project, each cumulative project could increase electricity and natural gas demands. The CEC electricity demand forecasts are based on climate zones, economic and demographic growth forecasts, forecast electricity rates, effects of reasonably foreseeable energy efficiency and energy conservation efforts, anticipated partial electrification of portions of the transportation sector, demand response measures, and effects of climate change. Natural gas demand forecasts are based on economic outlook, California Public Utilities Commission–mandated energy efficiency standards and programs, renewable electricity goals, and conservation savings linked to Advanced Metering Infrastructure. It is anticipated that electricity and natural gas demands by most other projects would be accounted for in the above-referenced demand forecasts. Like the project,

future development would install infrastructure supporting telecommunications services pursuant to the requirements of the Municipal Code.

Given the already urbanized character of the City, new conveyance facilities would not significantly alter land use patterns to the extent that construction of new electrical, natural gas, or telecommunications facilities would be warranted. Additionally, other projects would be subject to independent CEQA review, including analysis of impacts to electricity, natural gas, and telecommunication facilities. Implementation of all feasible mitigation measures would be required for any significant impacts identified. As concluded in Impact Statement USS-5, the project would have less than significant impacts related to dry utilities as the project would be required to comply with the latest applicable Building Energy Efficiency Standards and CALGreen, and there would be sufficient service capacity to serve the project's needs for electricity, natural gas, and telecommunications. Therefore, cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.14.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Implementation of the project would not result in any significant and unavoidable impacts pertaining to utilities and service systems.

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6.0 OTHER CEQA CONSIDERATIONS

6.1 SHORT- AND LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

Pursuant to CEQA Guidelines Section 15126.2, the following is a discussion of both short-term construction-related impacts and long-term impacts of the project. If the proposed project is approved and implemented, a variety of short- and long-term impacts would occur on a local level. During project grading and construction, portions of surrounding uses may be temporarily impacted by dust and noise. There may also be an increase in vehicle pollutant emissions caused by grading and construction activities. However, these disruptions would be temporary and may be avoided or lessened to a large degree through mitigation cited in this EIR and through compliance with the established regulatory framework; refer to Section 5.0, *Environmental Analysis*, and Section 8.0, *Effects Found Not To Be Significant*.

The proposed project would create long-term environmental consequences associated with the proposed project, which would involve the demolition of the former CYA facility and construction of a mixed-use transit-oriented community. Project development and subsequent long-term effects may impact the physical, aesthetic, and human environments. Long-term physical consequences of development include increased traffic volumes, increased noise from project-related mobile (traffic) and stationary (mechanical, landscaping, recreational, etc.) sources, hydrology and water quality impacts, and increased energy and natural resource consumption. Incremental degradation of local and regional air quality would also occur due to mobile source emissions generated from project-related traffic, and stationary source emissions generated from the consumption of natural gas and electricity. However, as concluded in Section 5.0 and Section 8.0, the project's impacts would be less than significant following compliance with the established regulatory framework and recommended mitigation measures. Therefore, the proposed project would not have significant long-term implications in this regard.

6.2 IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

According to CEQA Guidelines Sections 15126(c) and 15126.2(c), an EIR is required to address any significant irreversible environmental changes that would occur should the proposed project be implemented. As stated in CEQA Guidelines Section 15126.2(d):

“Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter likely. Primary impacts and, particularly, secondary impacts [such as highway improvement which provides access to a previously inaccessible area] generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irrecoverable commitments of resources should be evaluated to assure that such current consumption is justified.”

The environmental impacts associated with the proposed project are analyzed in Section 5.0 and Section 8.0. The project site is currently developed. Construction of the proposed mixed-use transit-

oriented community would consume limited, slowly renewable, and non-renewable resources. This consumption would occur during the construction phase and would continue throughout its operational lifetime. The proposed development would require a commitment of resources including building materials; fuel and operational materials/resources; and transportation of goods and people to and from individual development sites. Construction would require the consumption of resources that are not renewable or which may renew so slowly as to be considered non-renewable. These resources include, but are not limited to, lumber and other forest products; aggregate materials used in concrete and asphalt; metals; and water. Fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment.

The proposed project would consume resources similar to those currently consumed within the City (e.g., energy resources such as electricity and natural gas as well as petroleum-based fuels required for vehicle trips, fossil fuels, and water). Fossil fuels would represent the primary energy source associated with both construction and ongoing operation, and the existing, finite supplies of these natural resources would be incrementally reduced. Future operations of the proposed residential development would occur in accordance with California Code of Regulations Title 24 Part 6, which sets forth conservation practices that would limit energy consumption. Nonetheless, the project's energy requirements represent a long-term commitment of essentially non-renewable resources.

Future construction activities associated with implementation of the proposed project could release hazardous materials into the environment through reasonably foreseeable upset and accidental conditions; refer to Section 5.6, *Hazards and Hazardous Materials*. However, demolition, grading, and excavation activities would be subject to established regulatory standards to ensure that hazardous materials releases are minimized. Compliance with the established regulatory framework would protect against a significant and irreversible environmental change resulting from the accidental release of hazardous materials.

In conclusion, development of the proposed project would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these resource quantities for future generations or for other uses during the life of individual developments. It is noted that the continued use of such resources would be on a relatively small scale in a regional context. Although irreversible environmental changes would result from project implementation, such changes would not be considered significant.

6.3 GROWTH-INDUCING IMPACTS

CEQA Guidelines Section 15126(d) requires that an EIR analyze a project's growth-inducing impacts. Specifically, CEQA Guidelines Section 15126.2(e) requires that an EIR:

“Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth [a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas]. Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.”

It is noted that while CEQA does require an EIR to “discuss the ways” a project could be growth-inducing and “discuss the characteristics of some projects that may encourage...activities that could significantly affect the environment,” CEQA does not require an EIR to predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. Answering such questions would require speculation, which CEQA discourages; see CEQA Guidelines Section 15145, *Speculation*.

Pursuant to Sections 15126(d) and 15126.2(e) of the CEQA Guidelines, this section of the Draft EIR is provided to examine how the proposed project could foster economic or population growth through the construction of additional housing, either directly or indirectly. The analysis considers whether the proposed project would remove obstacles to population growth (such as infrastructure expansions) or encourage/facilitate other activities that could significantly affect the environment. Not all aspects of growth inducement are negative; instead, negative impacts associated with growth inducement occur only where the growth related to the project would cause adverse environmental impacts.

Growth-inducing impacts fall into two categories: direct or indirect. Direct growth-inducing impacts are generally associated with providing urban services to an undeveloped area. Indirect, or secondary, growth-inducing impacts consist of growth-induced in the region by additional demand for housing, goods, and services associated with a population increase caused by or attracted to a new project. This analysis provides an overall discussion of project impacts and considers utility infrastructure and circulation to determine whether the project would result in direct or indirect growth inducement.

ECONOMIC GROWTH

As indicated in the [Section 5.12, *Population and Housing*](#), buildout of the Specific Plan could increase the City’s existing population by approximately 2,764 persons, or 2.7 percent, through buildout of the project (expected in second quarter 2030; actual build-out would be subject to market and economic conditions and infrastructure timing and may vary from the phasing currently anticipated). The projected population growth is anticipated to increase sales taxes, with resultant increases in the City’s revenue base. Additionally, the proposed nonresidential land uses are forecast to create approximately 254 new jobs through project buildout, based on an employment generation rate of one employee per 447 square feet of commercial use and one employee per 883 square feet of hotel use. The projected growth in nonresidential floor area and employment would foster economic expansion and increase the City’s revenue base the City’s business license tax, utility user taxes, property taxes, and sales taxes.

As a mixed-use transit-oriented development, the project would bring people closer to existing jobs, entertainment, and employment centers, as well as proximity to an established transit system. Residents of the proposed project would seek shopping, entertainment, employment, home improvement, and other economic opportunities in the City and surrounding area. This increased demand for such economic goods and services may encourage the creation of new businesses and/or the expansion of existing businesses that address these needs. More importantly, existing shopping, entertainment, and employment centers in the immediate project area would serve future residents. Overall, economic growth could occur within the project area due to project implementation. However, economic growth would generally be considered a beneficial impact to the region. Moreover, given the built-out nature of the site and its vicinity, future economic effects are not expected to significantly affect the environment.

POPULATION GROWTH

A project can induce population growth in an area either directly (i.e., by proposing new homes or businesses) or indirectly (i.e., through the extension of roads or other infrastructure). The project site is located in a developed area of the City and the project would not involve the extension of roads or other infrastructure into undeveloped areas; refer above to the “Removal of an Impediment to Growth” section. However, the proposed mixed-use development would have the potential to induce direct growth in the City’s population.

As detailed in [Section 5.12](#), buildout of the Specific Plan would allow up to 770 additional dwelling units in the City and would introduce up to 2,764 additional residents. The additional residents would increase the City’s population over existing conditions (May 2022) from approximately 101,645 to 104,409 residents, an approximately 2.7 percent increase. Additionally, buildout of the Specific Plan would allow up to 80,147 square feet of commercial spaces as well as a hotel. As such, the proposed project would foster population growth through new housing and new businesses and is considered growth-inducing with respect to population growth.

REMOVAL OF AN IMPEDIMENT TO GROWTH

The proposed project would increase demands for public services (i.e., fire and police protection, schools, parks and recreational facilities, and libraries) and utility and service systems (i.e., water, wastewater, stormwater, and solid waste). As detailed in [Section 3.4, *Project Characteristics*](#), several infrastructure connections and improvements, including water, sewer, storm drain, electrical, and gas lines, are proposed to accommodate the project. However, as detailed in [Section 5.13, *Public Services/Recreation*](#) and [Section 5.14, *Utilities and Service Systems*](#), the project site is already served by essential public services and utilities. Thus, the proposed infrastructure improvements would primarily rely upon the existing network of utilities and service systems in the project area and would not establish an essential public service to an area, leading to the removal of obstacles to growth. Thus, project implementation would not result in a removal of an impediment to growth through the establishment of an essential public service to an area.

Regional access to the site is provided via Interstate 5 (I-5). Local access is provided via Imperial Highway and Bloomfield Avenue. Additionally, transit access is available for the project site via the Norwalk/Santa Fe Springs Metrolink Station, located approximately 0.2- to 0.5-miles northeast of the project site. As explained in [Section 5.7, *Transportation*](#), the roadway network in the project area is fully built out with both regional and local access already provided by an existing roadway network. Therefore, implementation of the proposed project would not remove an existing impediment to growth through the provision of new access to an area.

PRECEDENT-SETTING ACTION

The proposed project would require a General Plan Amendment, Change of Zone, adoption of Specific Plan No. 17, adoption of a Tentative Tract Map, Development Agreement, and Subsequent Approval of the Comprehensive Sign Program by the Director of Community Development, as well as other discretionary permit/approvals from the City including Conditional Use Permit(s) and Use Permit(s) approvals, Site Development Review approval, Safety, Lighting, and Signage Lighting Plan approval, and all applicable grading and building permits; refer to [Section 3.7, *Permits and Approvals*](#). The approval of these discretionary actions would not set a precedent that would make it more likely

for other projects in the City to gain approval of similar applications. For example, a future project in the City requesting to redesignate or rezone a site would need to undergo the same environmental review as the proposed project and mitigate potentially significant environmental impacts on a project-level. The proposed discretionary approvals would only regulate future land development within the Specific Plan area by limiting permitted uses and requiring future development on-site to comply with development standards and design guidelines in the Specific Plan. While the project would result in development of a mixed-use transit-oriented community, the site is located near existing commercial, residential, and institutional uses that would be compatible with the proposed mix of retail, hospitality, multi-family residential uses, and park/open space land uses. Further, future projects with similar required discretionary actions would also be subject to applicable environmental review on a project-by-project basis. Implementation of the proposed project would not establish a procedure that would make future re-designations and/or rezones easier and would be speculative to determine any such effect. As such, the proposed project would not involve a precedent-setting action that could significantly affect the environment.

DEVELOPMENT OR ENCROACHMENT OF OPEN SPACE

The proposed project would include the implementation of a Specific Plan for the project site and would realize redevelopment of the underutilized project site. The project would entail the demolition of the former CYA facility, which is developed with 27 buildings (with ancillary structures). Based on the Cultural Assessment, 20 structures are over 45 years of age. The project site includes multiple unpaved vacant areas, two open space fields, and a track and field. Although the project site included some areas of open space fields, the entire project site is designated and zoned “Institutional” based on the General Plan Land Use Map and the Zoning Map. In short, there are no existing isolated areas of existing open space within or in proximity to the project site.

The Los Angeles County Sanitation Districts (LACSD) operates and maintains the wastewater system that serves the project site. The proposed on-site system would serve the project site only and would connect to an existing system that supports the general area. As such, the proposed infill development would not develop or encroach on an isolated or adjacent area of open space, resulting in a growth-inducing impact.

SUMMARY

In summary, project implementation is not considered growth-inducing with respect to removing an impediment to growth, fostering economic expansion or growth, establishing a precedent-setting action, or encroaching into an isolated area of open space. However, the project is considered growth-inducing with respect to fostering direct population growth as a result of new residents on-site and indirectly through increased employment opportunities associated with non-residential use. Not all aspects of growth inducement are negative; instead, negative impacts associated with growth inducement occur only where the growth related to the project would cause adverse environmental impacts. As analyzed throughout [Section 5.0, *Environmental Analysis*](#), and [Section 8.0, *Effects Found Not To Be Significant*](#), implementation of the proposed project would not result in any significant and unavoidable environmental impacts with implementation of recommended mitigation, other than greenhouse gas emissions. Despite compliance with recommended mitigation measures GHG-1 and GHG-2, greenhouse gas emissions would remain significant and unavoidable.

The City has only limited, isolated opportunities for growth and redevelopment. The proposed project would be consistent with the City's long-term growth projections, such as the City's General Plan, which identifies the project site as an Opportunity Area for redevelopment. It would not lead to other, off-site induced growth. The proposed project does not involve uses that could directly or indirectly result in growth-inducing impacts or other environmental effects not otherwise disclosed in this EIR. The proposed Specific Plan and project entitlements are site-specific and do not affect the development standards of any other property. The development of the proposed project would not indirectly cause significant growth, nor is it anticipated that the addition of these new residents and employees would indirectly trigger additional population growth in the area. Overall, the proposed project's growth-inducing impacts would not be considered substantial.

7.0 ALTERNATIVES TO THE PROPOSED PROJECT

Under CEQA, the identification and analysis of alternatives to a project is a fundamental part of the environmental review process. CEQA Public Resources Code Section 21002.1(a) establishes the need to address alternatives in an Environmental Impact Report (EIR) by stating that in addition to determining a project’s significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, “the purpose of an environmental impact report is ... to identify alternatives to the project.”

Direction regarding the definition of project alternatives is provided in the CEQA Guidelines as follows:

An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.¹

The CEQA Guidelines emphasize that the selection of project alternatives be based primarily on the ability to reduce significant effects relative to the proposed project, “even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.”² The CEQA Guidelines further direct that the range of alternatives be guided by a “rule of reason,” such that only those alternatives necessary to permit a reasoned choice are addressed.³

In selecting project alternatives for analysis, potential alternatives must pass a test of feasibility. CEQA Guidelines Section 15126.6(f)(1) states that:

Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site ...

Beyond these factors, CEQA Guidelines require the analysis of a “no project” alternative and an evaluation of alternative location(s) for the project, if feasible. Based on the alternatives analysis, an environmentally superior alternative is to be designated. If the environmentally superior alternative is the No Project Alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives.⁴ In addition, CEQA Guidelines Section 15126.6(c) requires that an EIR identify any alternatives that were considered for analysis but rejected as infeasible and discuss the reasons for their rejection.

The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. The range of potential alternatives to the proposed

¹ CEQA Guidelines Section 15126.6(a).

² CEQA Guidelines Section 15126.6(b).

³ CEQA Guidelines Section 15126.6(f).

⁴ CEQA Guidelines Section 15126.6(e)(2).

project shall also include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. Among the factors that may be considered when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent). Only locations that would avoid or substantially lessen any of the project’s significant effects need be considered for inclusion. An alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative need not be considered.

Potential environmental impacts associated with the following alternatives are compared to the project’s impacts:

- Alternative 1 – No Project Alternative;
- Alternative 2 – Reduced Density Alternative; and
- Alternative 3 – All Residential Development Alternative.

These alternatives were selected based on their potential to implement certain components of the project to accomplish some or most of the basic objectives of the project and avoid or substantially lessen one or more of the proposed project’s significant effects. Specifically, the “No Project” Alternative is considered to enable the decision-makers to compare the impacts of approving the project with the impacts of not approving the project. The “Reduced Density” Alternative was selected for analysis, since this alternative would meet many of the project’s goals and objectives, while also reducing potential mobile emissions, which would reduce greenhouse gas emissions. Last, the “All Residential Development” Alternative was selected for analysis in order to evaluate an alternative that is consistent with the General Plan’s description of the project site as an Opportunity Site. Specifically, the General Plan encourages the project site to be redeveloped into a residential community, including common open space and recreational facilities.

Throughout the following analysis, the alternatives’ impacts are analyzed for each environmental issue area, as examined in Section 5.1, *Land Use and Planning*, through Section 5.14, *Utilities and Service Systems*, of this EIR. In this manner, each alternative can be compared to the project on an issue-by-issue basis. A table is included at the end of this section that provides an overview of the alternatives analyzed and a comparison of each alternative’s impact in relation to the project. This section also identifies alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process. Among the factors used to eliminate alternatives from detailed consideration include failure to meet most of the basic project objectives, infeasibility, or inability to avoid significant environmental impacts. Section 7.7, *“Environmentally Superior” Alternative*, identifies the “environmentally superior” alternative, as required by the CEQA Guidelines.

7.1 SUMMARY OF PROJECT OBJECTIVES

An EIR must only discuss in detail an alternative that is capable of feasibly attaining most of the basic objectives associated with the action, while at the same time avoiding or substantially lessening any of the significant effects associated with the proposed project. Below is a summary of the project objectives, as provided in Section 3.6, *Goals and Objectives*.

1. Provide up to 770 new market rate and affordable housing opportunities that would assist the City of Norwalk in meeting its Regional Housing Needs Assessment (RHNA) obligation.
2. Provide a mix of residential, commercial, and open space uses to serve the community.
3. Create a Transit-Oriented community with pedestrian and bicycle connections to the nearby Metrolink Station.
4. Require at least 40 percent of the residential units to be affordable to low and very low-income households.
5. Establish a community with multi-modal transportation, walking trails, community connectivity, sustainable landscaping, and health and wellness-focused amenities.

7.2 SUMMARY OF SIGNIFICANT IMPACTS

Pursuant to CEQA Guidelines Section 15126.6(a), an EIR shall describe a range of reasonable alternatives to the project which would feasibly attain most of the basic objectives of the project and would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. As detailed in [Section 5.1](#) through [Section 5.14](#) of this EIR, upon compliance with existing regulations and mitigation measures, project implementation would not result in any significant and unavoidable impacts with the exception of greenhouse gas (GHG) emissions; refer to [Section 5.9](#), *Greenhouse Gas Emissions*. The project would generate an increase in GHG emissions, either directly or indirectly, that would have a significant impact on the environment despite implementation of Mitigation Measures GHG-1 and GHG-2.

7.3 ALTERNATIVES CONSIDERED BUT REJECTED

In accordance with CEQA Guidelines Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to the CEQA Guidelines, among the factors that may be used to eliminate alternatives from detailed consideration are the alternative's failures to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. The following possible alternative was considered but not carried forward for additional analysis, since it would not accomplish most of the basic project objectives of the project and is considered infeasible.

ALTERNATIVE SITE ALTERNATIVE

CEQA requires a discussion of alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is evaluating whether any of the significant effects of the project would be avoided or substantially lessened by developing the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines Section 15126.6(f)(2)(A)). In general, any development or redevelopment of the size and type proposed by the project would have similar impacts related to construction and operational air quality and GHG emissions impacts. Further, project impacts related to energy, population and housing, public services, and utilities and service systems would be similar regardless

of where it is developed within Norwalk. Without a site-specific analysis, impacts on aesthetics, cultural resources, geology and soils, hazards and hazardous materials, hydrology/water quality, land use and planning, noise, and transportation cannot be evaluated.

As detailed in [Section 3.3, *Project Background and History*](#), the property is currently owned by the State Department of General Services (DGS). Assembly Bill (AB) 518, enacted in 2020 and effective January 1, 2021, authorized the Director of DGS to sell the property at fair market value upon terms and conditions the Director determines are in the best interests of the State. The bill also authorized the Director, notwithstanding those provisions, to sell the property below fair market value for purposes of providing housing to persons and families of low or moderate income. As such, the project site was chosen by the City to develop the proposed transit-oriented development affordable housing project given that the site is the only property within Norwalk that is owned by the State with the option to purchase to develop an affordable housing development. The project site is also the only site within Norwalk of this size in proximity to an existing transit station (i.e., the Norwalk-Santa Fe Springs Metrolink Station) to allow for a transit-oriented development.

Further, the project's significant and unavoidable GHG impact would not be reduced or eliminated by moving the project to an alternative site. Overall, due to the lack of viable and comparable sites in Norwalk that would allow for development of the project in a manner that would avoid or substantially lessen the project's potentially significant impacts while achieving the majority of the project objectives, development of the project on an alternative site has been eliminated from consideration.

NO PROJECT/EXISTING GENERAL PLAN ALTERNATIVE

The No Project/Existing General Plan Alternative assumes the Norwalk Transit Village Specific Plan is not adopted and the mixed-use transit-oriented development is not developed. Instead, this alternative assumes the project site is developed in accordance with the site's existing land use designation and zoning. Based on the General Plan Land Use Map and Zoning Map, the project site is designated and zoned Institutional (I). Thus, this alternative would develop a hospital on-site. While a new hospital would be a reasonable development given the historical use of the former CYA facility, it would not achieve any of the project objectives identified in [Section 7.1, *Summary of Project Objectives*](#). This alternative would not provide up to 770 new market rate and affordable housing opportunities that would assist the City of Norwalk in meeting its Regional Housing Needs Assessment (RHNA) obligation. A mix of residential, commercial, and open space uses to serve the community would not be provided. A Transit-Oriented community with pedestrian and bicycle connections to the nearby Metrolink Station would not be created. No affordable to low and very low-income household-residential units would be constructed. Last, there would not be establishment of a community with multi-modal transportation, walking trails, community connectivity, sustainable landscaping, and health and wellness-focused amenities at the project site.

Other institutional uses permitted under Municipal Code Section 17.08.190, *Permitted Uses*, include government facility and offices, such as City Hall, corporate yard, courthouse, fire station, fueling station, police or sheriff station, or public library. None of these uses would achieve any of the project objectives either. Thus, the No Project/Existing General Plan Alternative was considered but rejected from further analysis.

ZIMMERMAN PARK ALTERNATIVE

The Zimmerman Park Alternative would incorporate the existing Zimmerman Park to the east into the project site and Specific Plan area. The existing park would be developed into additional housing under the Mixed Use – High Density Residential (MU-H) land use designation and Zimmerman Park would be relocated and redeveloped on-site into a linear park along the northern project boundary within Planning Area 6. The intent of this alternative is to redevelop Zimmerman Park into a more active and utilized park while incorporating new housing development. As a linear park, the redeveloped Zimmerman Park would act as a pedestrian and bicycle connection to major activity centers, including the nearby transit center and other amenities proposed within the Specific Plan area. However, this alternative would involve converting existing City parkland into housing. While a linear park would be developed, the park would be smaller than the existing Zimmerman Park and thus, result in an overall loss of City parkland. Thus, the Zimmerman Park Alternative was rejected from further consideration and analysis.

7.4 NO PROJECT ALTERNATIVE

In accordance with the CEQA Guidelines, “the no project analysis shall discuss the existing conditions at the time the notice of preparation is published...as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.”⁵ The CEQA Guidelines continue to state that “[I]n certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained.”⁶

According to CEQA Guidelines Section 15126.6(e), the specific alternative of “no project” shall also be evaluated along with its impact. The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The “no project” analysis is required to discuss the existing conditions at the time the Notice of Preparation (NOP) (published on July 8, 2022) as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

DESCRIPTION

The “No Project” Alternative assumes existing conditions remain as is and the proposed project does not proceed. The proposed Specific Plan would not be adopted, and the transit-oriented development would not occur. As detailed in Section 3.3, *Project Background and History*, the property is currently owned by DGS who is leasing the property to the California Department of State Hospitals (DSH) on a month-to-month basis for hospital use. Thus, this alternative assumes DSH continues to utilize the facility on an as-needed basis. The existing structures on-site would remain and no new development would occur.

⁵ CEQA Guidelines Section 15126.6(e)(2).

⁶ CEQA Guidelines Section 15126.6(e)(3)(B).

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Planning

As stated in Section 3.0, *Project Description*, the proposed project would require a number of discretionary approvals, including a General Plan Amendment, Zone Change, Specific Plan, Tentative Tract Map, and Development Agreement. Under the “No Project” Alternative, no development would occur and the project site would maintain its existing land use designations and zoning and thus, would be consistent with the General Plan and Municipal Code. However, in comparison to the proposed project, this alternative would not be able to achieve several General Plan policies compared to the proposed project. Specifically, this alternative would not achieve the General Plan Land Use Element Goal “to develop a range of well-integrated housing types which will serve the various needs of all the residents of the City,” or several General Plan Land Use Element objectives and policies related to encouraging the development of offices, hotels, restaurants, entertainment, and retail uses. Further, the “No Project” Alternative would not meet the General Plan Open Space Element objective to “provide parks and recreational facilities which are designed, landscaped, and maintained to provide a high-quality recreational experience.”

In contrast, the proposed project would construct a mixed-use multi-family community (up to 770 units, including market rate and affordable units) with a hotel, commercial and retail services, outdoor open space, and associated amenities, in accordance with the proposed Norwalk Transit Village Specific Plan. The Specific Plan would include development standards and design guidelines that support the mixture of uses and density of residential living that are critical to achieving the vision of a model transit-oriented development to serve the community. Additionally, as analyzed in Section 5.1, *Land Use and Planning*, the proposed project would be consistent with relevant goals, policies, and/or standards from the General Plan, Municipal Code, and the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments – Connect SoCal* (2020-2045 RTP/SCS). Overall, this alternative would be neither environmentally superior nor inferior to the proposed project in this regard.

Aesthetics/Light and Glare

The “No Project” Alternative would not result in any new development compared to the proposed project. Therefore, existing development would remain and no aesthetic impacts related to new construction or operational activities would occur under this alternative.

In comparison, development under the proposed project would construct a mixed-use transit-oriented community with office, retail, hotel, community facilities, and multi-family residential uses, (up to 65 feet in height). Specific Plan Chapter 2.6, *Development Standards*, establishes the development standards and regulations for the planned development on-site. Specific Plan Table 2.3, *General Development Standards*, through Table 2.11, *Usable Open Space Requirements*, provide development standards related to floor area ratio, residential density, height, setbacks, building encroachment, as well as open space, landscaping, and parking space requirements, as well as includes guidelines for site planning, building design, landscape design, and signage and lighting. Thus, while the “No Project” Alternative would not result in any new or increased aesthetic impacts, the proposed development would enhance the aesthetics of the site and complement the surrounding area. This alternative would be neither environmentally superior nor inferior to the proposed project in this regard.

Tribal and Cultural Resources

The “No Project” Alternative would not result in any new development compared to the proposed project. Thus, the potential to impact previously undiscovered cultural or tribal cultural resources during construction activities would not occur. As such, this alternative would be environmentally superior to the proposed project in this regard.

Geology and Soils

The “No Project” Alternative would not result in any new development. Thus, this alternative would not introduce structures or people to existing geologic and seismic hazards on-site. However, it is acknowledged that the existing dated structures on-site would still be subject to such seismic hazards. The “No Project” Alternative would not result in any construction activities that could impact previously undiscovered paleontological resources. As such, this alternative would be environmentally superior to the proposed project.

Hydrology and Water Quality

Compared to the proposed project, the “No Project” Alternative would not result in any new development. Thus, no new construction or operational activities would impact existing hydrologic and water quality conditions in the project area. However, this alternative would not include the proposed project’s best management practices (BMPs) related to hydrology and water quality that would reduce stormwater runoff and improve water quality treatment on-site. The project would also implement site design, source control, and low impact development BMPs that would not occur under the “No Project” Alternative. As the existing condition includes the existing CUSD Grounds Department activities, and lacks best management practices for water quality, this alternative would be environmentally inferior to the proposed project.

Hazards and Hazardous Materials

No new development would occur under the “No Project” Alternative compared to the proposed project. Thus, the potential to expose workers and the public to hazards and hazardous materials, such as soil contamination, asbestos containing materials (ACMs), lead based paints (LBPs), or polychlorinated biphenyls (PCBs) during demolition and construction activities would not occur. As such, implementation of regulatory requirements to minimize exposure to construction workers during demolition would not be required. In addition, given that no development would occur, the “No Project” Alternative would not result in the increase in handling of hazardous materials, potential for accidental conditions, or an increase in the transport of hazardous materials.

However, it is acknowledged that remedial activities of existing hazardous materials conditions would not occur and the existing elevated concentrations of hazardous materials in on-site soils (including concentrations of TPH-g and gasoline, and the potential presence of an underground storage tank) would remain on-site. As such, this alternative would be neither environmentally superior nor inferior to the proposed project in this regard.

Transportation

No new development would occur under the “No Project” Alternative compared to the proposed project. Thus, no transportation impacts related to a potential conflict with a program plan, ordinance

or policy addressing the circulation system, VMT, hazard due to a geometric design feature or incompatible use, or inadequate emergency access would occur. In comparison, the proposed project and its mixed-use components are consistent with multiple VMT screening criteria, supports alternative modes of transportation, and reduces auto dependency by strengthening pedestrian, transit, and bicycle connectivity. The proposed Specific Plan would provide more opportunities for affordable housing, encourage transit-oriented development, promote active transportation, improve access to transit, reduce VMT by cars, and streamline the environmental review of future development projects. Therefore, while the “No Project” Alternative would result in no new transportation impacts, it would not develop a mixed-use transit-oriented community. Overall, this alternative would be neither environmentally superior nor inferior to the proposed project in this regard.

Air Quality

Under the “No Project” Alternative, no new development would occur and the project site would maintain its existing General Plan designations and zoning. Thus, no short-term construction or additional long-term operational air quality emissions would be generated. This alternative would be environmentally superior to the proposed project in this regard.

Greenhouse Gas Emissions

Given that no new development would occur on-site, no construction or additional operational GHG emissions would be generated and this alternative would be environmentally superior to the proposed project in this regard.

Energy

No new development would occur under the “No Project” Alternative compared to the proposed project. Thus, no new impacts would occur from additional energy usage related to electricity and natural gas consumption. The “No Project” Alternative would be environmentally superior to the proposed project in this regard.

Noise

As discussed, the “No Project” Alternative would result in no new development within the project area. Thus, no construction or operational noise or vibration impacts would occur under this alternative. However, it is acknowledged that the existing noise conditions of DSH facilities would continue. Since the “No Project” Alternative would not result in temporary construction noise impacts, the “No Project” Alternative would be environmentally superior to the proposed project in this regard.

Population and Housing

As discussed, no new development would occur under the “No Project” Alternative. Thus, no new residents or housing would be introduced into the project area and no population and housing impacts would occur. In comparison, the proposed project would introduce up to 2,764 additional residents and up to 770 market rate and affordable housing units. Therefore, the “No Project” Alternative would be environmentally superior to the proposed project in this regard.

However, it is acknowledged that the project would revitalize an underutilized site and provide market and affordable housing in the City to help meet the Statewide housing demand and the City's Regional Housing Needs Assessment (RHNA) allocations as detailed in the *City of Norwalk 2021-2029 Housing Element*.

Public Services and Recreation

No new development would occur under this alternative compared to the proposed project. Thus, this alternative would not increase demands for public services or recreation compared to existing conditions. However, the "No Project" Alternative would not develop 3.62 acres of open space, improving the City's existing parkland acreage deficiency, or pay development impact and park fees that would enhance facilities such as, but not limited to, parks, public facilities, and schools. As such, the "No Project" Alternative would be environmentally inferior to the proposed project.

Utilities and Service Systems

No new development would occur under this alternative compared to the proposed project. Thus, this alternative would not increase water demands, wastewater generation, solid waste generation, and dry utility demands compared to existing conditions. However, the "No Project" Alternative would not construct a new on-site storm drain network or stormwater BMPs at the project site. Overall, the "No Project" Alternative would be environmentally superior to the proposed project in this regard.

ABILITY TO MEET PROJECT OBJECTIVES

The "No Project" Alternative would not achieve any of the project's basic objectives. No new development would occur; therefore, this alternative would not provide any market rate or affordable housing onsite and would not assist the City in meeting its RHNA obligation. This alternative would not develop residential, commercial, hospitality, or open space uses to serve the community. A transit-oriented community would not be created and pedestrian and bicycle connections would not be constructed to connect to the nearby Metrolink Station. This alternative would not achieve this objective. No affordable to low and very low-income households would be afforded. Last, this alternative would not establish a community with multi-modal transportation, walking trails, community connectivity, sustainable landscaping, or health and wellness-focused amenities.

7.5 REDUCED DENSITY ALTERNATIVE

The "Reduced Density" Alternative would reduce the overall density allowed by the Norwalk Transit Village Specific Plan by 30 percent. The proposed buildings would be proportionately reduced. No hotel would be constructed as part of this alternative. All circulation improvements and utility improvements, proposed by the project, would remain the same. [Table 7-1, *Proposed Project and Reduced Density Alternative Comparison*](#), provides a general comparison of the proposed project to the "Reduced Density" Alternative. As detailed in [Table 7-1](#), the "Reduced Density" Alternative would include 539 residential units, of which 40 percent would be affordable, 56,103 square feet of commercial uses, and 2.53 acres of park space; hotel use would not be developed.

**Table 7-1
Proposed Project and Reduced Density Alternative Comparison**

	Proposed Project	Reduced Density Alternative
Residential Units	Up to 770	Up to 539
<i>Affordable Units</i>	At least 40 percent	216 (40 percent)
<i>Market Rate Units</i>	Up to 60 percent	323 (60 percent)
Commercial Area	80,147	56,103
Hotel Rooms	150	0
Open Space Acreage	3.62	2.53

Similar to the proposed project, the “Reduced Density” Alternative would require a General Plan Amendment, Zone Change, Specific Plan, Tentative Tract Map, and Development Agreement.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Planning

The “Reduced Density” Alternative would require the same discretionary approvals, including a General Plan Amendment, Zone Change, Specific Plan, Tentative Tract Map, and Development Agreement. This alternative would achieve similar General Plan policies compared to the proposed project. As such, this alternative would be neither environmentally superior nor inferior to the proposed project.

Aesthetics/Light and Glare

The “Reduced Density” Alternative would develop a transit-oriented community, similar to the proposed project, with multi-modal transportation, walking trails, community connectivity, sustainable landscaping, or health and wellness-focused amenities. However, overall structures would be reduced in size, height, and scale compared to the proposed project. Similar to the proposed project, this alternative would not conflict with applicable zoning and other regulations governing scenic quality. This alternative would implement the development standards set forth in the Specific Plan Chapter 2.6, *Development Standards*; although it would change the existing visual elements of the project site, it would create an attractive, well-designed, residential community with a high-quality pedestrian environment and high-quality architectural design. The “Reduced Density” Alternative would be neither environmentally superior nor inferior to the proposed project.

Tribal and Cultural Resources

This alternative would have the same potential to encounter unknown archaeological resources and tribal cultural resources during ground-disturbing activities as the proposed project. Similar to the proposed project, implementation of mitigation would ensure impacts in this regard are reduced to less than significant levels. Thus, this alternative would be neither environmentally superior nor inferior to the proposed project.

Geology and Soils

As elaborated in Section 5.4, *Geology and Soils*, project compliance with existing regulatory requirements related to geology and seismic hazards would reduce potential hazards in this regard to less than significant levels. Development under this alternative would result in similar less than significant geology and soils impacts regardless of overall proposed density. In addition, there is a similar potential for unknown paleontological resources to be located within the project area. Implementation of mitigation measures would ensure that impacts related to paleontological resources would be reduced to less than significant levels, similar to the proposed project. Thus, this alternative would be neither environmentally superior nor inferior to the proposed project.

Hydrology and Water Quality

Similar to the proposed project, construction activities under the “Reduced Density” Alternative could result in short-term water quality impacts associated with the handling, storage, and disposal of construction materials, maintenance and operation of construction equipment, and earthmoving activities. This alternative would similarly be subject to the National Pollutant Discharge Elimination System (NPDES) permit requirements and would be required to obtain and Construction General Permit and implement a Stormwater Pollution Prevention Plan (SWPPP).

The “Reduced Density” Alternative would proportionally reduce impervious areas, as well as reduced water pollutants. Nevertheless, a standard urban stormwater mitigation plan (SUSMP) would similarly be required, which would require implementation of a variety of BMPs associated with water quality and stormwater treatment. Additionally, this alternative would similarly construct a new storm drain network, underground detention basins, and BMPs related to hydrology and water quality to reduce stormwater runoff and improve water quality treatment on-site. Therefore, hydrology and water quality impacts of this alternative would be similar to the proposed project and result in less than significant impacts. Overall, this alternative would be neither environmentally superior nor inferior to the proposed project.

Hazards and Hazardous Materials

Similar to the proposed project, this alternative would involve demolishing the on-site structures and buildings. Existing structures on the project site appear to have been constructed in the 1950s and thus, demolition could result in the release of ACMs, LBP, and PCBs. As such, this alternative could also potentially expose workers and the public to hazards and hazardous materials during demolition and construction activities. This Alternative would also require the handling of existing elevated concentrations of hazardous materials in on-site soils (including concentrations of TPH-g and gasoline, and the potential presence of an underground storage tank) similar to the proposed project. As such, the “Reduced Density” Alternative could create a significant hazard to the public or environment involving the release of hazardous materials into the environment, specifically within proximity to a school, particularly during site disturbance, demolition, and remedial activities, similar to the proposed project. However, as with the proposed project, this alternative would be subject to compliance with all applicable federal and State laws and regulations related to the accidental release of hazardous materials, and impacts related to hazards and hazardous materials would be less than significant. Thus, this alternative would be neither environmentally superior nor inferior to the proposed project.

Transportation

Compared to the proposed project, the “Reduced Density” Alternative would reduce the overall density on-site by 30 percent, which would reduce the ability to contribute towards a transit oriented development, compared to that of the proposed project. Nevertheless, impacts would similarly be less than significant with regards to VMT as this alternative would meet several VMT screening criteria, including being located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor. This alternative would also include similar right-of-way improvements to adjacent roadways to accommodate the anticipated increase in bus, automobile, bicycle, and pedestrian demands. Similar to the proposed project, all proposed improvements would comply with City and Specific Plan design standards. Construction activities under both scenarios would potentially result in temporary lane closures on adjacent roadways and would require implementation of Mitigation Measure TRA-1 to prepare and implement a Construction Management Plan. As with the proposed project, impacts under this alternative related to transportation would be less than significant. Overall, this alternative would be neither environmentally superior nor inferior to the proposed project.

Air Quality

The “Reduced Density” Alternative would introduce up to 539 dwelling units compared to proposed project’s 770 dwelling units. Thus, this alternative would proportionally reduce the project’s short-term construction and long-term operational air quality emissions. This alternative would be environmentally superior to the proposed project.

Greenhouse Gas Emissions

Compared to the proposed project, the reduced density proposed under the “Reduced Density” Alternative would proportionally reduce the project’s GHG emissions during construction and operational phases. As there would be a 30 percent reduction in units and non-residential square footage on-site, there would be a proportionate reduction in metric tons of C₂O emissions per year (MTCO₂e/year). Nonetheless, this reduction would not reduce the project’s direct and indirect GHG emissions to a level of insignificance. Hypothetically, even if the reduction were 60 percent lower than the project’s 11,500.67 MTCO₂e/year, this reduction (to 6,900 MTCO₂e/year) would still be over the 3,000 MTCO₂e/year threshold of significance, primarily due to mobile emissions. As such, although this alternative would be environmentally superior to the proposed project, a significant and unavoidable impact would still remain.

Energy

Compared to the proposed project, impacts from energy usage related to electricity and natural gas consumption during construction and operations would proportionally decrease given that the development intensity under the “Reduced Density” Alternative would be proportionally reduced, compared to the proposed project. Thus, this alternative would be environmentally superior to the proposed project.

Noise

Due to the reduced development intensity of the “Reduced Density” Alternative, construction-related noise impacts would proportionally decrease compared to the proposed project. Additionally, operational noise impacts from fewer stationary and mobile noise sources under this alternative would be reduced compared to the proposed project. As such, this alternative would be environmentally superior to the proposed project.

Population and Housing

The “Reduced Density” Alternative would construct up to 539-units. Based on the City’s average household size of 3.59, this alternative could introduce up to 1,935 residents. Therefore, this alternative would result in 231 fewer units and 829 fewer residents (than the proposed project) and, as such, would result in reduced impacts to population growth. Overall, this alternative would be environmentally superior to the proposed project.

However, it is acknowledged that this alternative would provide proportionately fewer affordable units and thus, contribute less towards meeting the Statewide housing demand and City’s RHNA allocation compared to the proposed project.

Public Services and Recreation

The “Reduced Density” Alternative would provide 231 fewer units, 829 fewer residents, and 24,044 less non-residential square footage, compared to the proposed project. Therefore, this alternative would result in a proportional reduction in demand for fire, police, school, library, and parks and recreation services. It is acknowledged that this alternative would provide less open space for recreational activities than the proposed project. However, overall impacts related to public services and recreation would be reduced under this alternative. This alternative would be environmentally superior to the proposed project.

Utilities and Service Systems

Given the reduction in development intensity, this alternative would generate proportionally less wastewater, water demand, solid waste, and electricity and gas demands. Thus, this alternative would be environmentally superior to the proposed project.

ABILITY TO MEET PROJECT OBJECTIVES

The “Reduced Density” Alternative would achieve the project’s objectives, but not to the extent of the proposed project. This alternative would construct a transit-oriented development. 539 market rate and affordable housing opportunities would be provided, which would assist the City in meeting its RHNA obligation, although not to the extent as the proposed project. Commercial uses would be afforded to serve the community. This alternative would still establish a community with multi-modal transportation, walking trails, community connectivity, sustainable landscaping, and health and wellness-focused amenities. Although this alternative would provide 539 residential units with 40 percent reserved as affordable units, this alternative would not achieve the same number of affordable units as the project.

7.6 ALL RESIDENTIAL DEVELOPMENT ALTERNATIVE

The General Plan identifies the project site as one of the City’s Opportunity and Special Site Studies (Opportunity Site). An Opportunity Site is one that inhibits both a current issue and future opportunity for redevelopment into a more neighborhood- and City-serving space. The former CYA facility qualifies as an Opportunity Site, given its incompatibility with surrounding residential uses. The General Plan recommends that the site be redeveloped into a residential community, including common open space and recreational facilities, potentially under the governance of a Specific Plan. Given the site’s proximity to existing transit, employment, and shopping, it is also recommended that circulation connectivity and alternative forms of mobility be considered to enhance the prospective residential community. As such, the “All Residential Development” Alternative assumes the entire Specific Plan area is developed into a residential community. The majority of the project site would be developed with single family residential uses, consistent with the R-1 zone. In order to accommodate the 40 percent affordable housing to meet the requirements of the Surplus Land Act exemption, the non-residential parcel (proposed by the project) located at the western portion of the project site would be developed with an affordable housing apartment building (140 units). Since no existing zoning could apply to PA1 for the 140 apartment units, the project would still require a Specific Plan and this portion of the project site would be identified as MU-H designation of the Norwalk Transit Center Specific Plan. All other circulation and utility improvements would be constructed similar to the proposed project.

Table 7-2, *Proposed Project and All Residential Development Alternative Comparison*, provides a general comparison of the proposed project to the “All Residential Development” Alternative. As detailed in Table 7-2, the All Residential Alternative would include 350 residential units, of which 40 percent would be affordable, and three acres of park space. Commercial and hotel uses would not be developed.

**Table 7-2
Proposed Project and “All Residential Development” Alternative Comparison**

	Proposed Project	All Residential Development Alternative
Residential Units	Up to 770 units	350 units
<i>Affordable Units</i>	At least 40 percent	140 (40 percent)
<i>Market Rate Units</i>	Up to 60 percent	210 (60 percent)
Commercial Area	80,147	0
Hotel Rooms	150	0
Open Space Acreage	3.62	3

Similar to the proposed project, the “All Residential Development” Alternative would require a General Plan Amendment, Zone Change, Specific Plan, Tentative Tract Map, and Development Agreement.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Planning

The “All Residential Development” Alternative would require the same discretionary approvals, including a General Plan Amendment, Zone Change, Specific Plan, Tentative Tract Map, and Development Agreement. However, in comparison to the proposed project, this alternative would not be able to achieve several General Plan policies compared to the proposed project. Specifically, as no commercial uses would be developed, this alternative would not achieve the General Plan Land Use Element objectives to provide for sub-regional and local-serving commercial uses. As such, this alternative would be environmentally inferior to the proposed project.

Aesthetics/Light and Glare

The “All Residential Development” Alternative would develop a multi-family residential community consisting of 350 residential units and three acres of park space. This alternative would introduce structures that are reduced in size, height, and scale compared to the proposed project. Similar to the proposed project, this alternative would not conflict with applicable zoning and other regulations governing scenic quality. This alternative would implement the development standards set forth in the Specific Plan Chapter 2.6, *Development Standards*; although it would change the existing visual elements of the project site, it would create an attractive, well-designed, residential community with a high-quality pedestrian environment and high-quality architectural design. The “All Residential Development” Alternative would be neither environmentally superior nor inferior to the proposed project.

Tribal and Cultural Resources

This alternative would have the same potential to encounter unknown archaeological resources and tribal cultural resources during ground-disturbing activities as the proposed project. Similar to the proposed project, implementation of mitigation would ensure impacts in this regard are reduced to less than significant levels. Thus, this alternative would be neither environmentally superior nor inferior to the proposed project.

Geology and Soils

As elaborated in [Section 5.4, *Geology and Soils*](#), project compliance with existing regulatory requirements related to geology and seismic hazards would reduce potential hazards in this regard to less than significant levels. Development under this alternative would result in similar less than significant geology and soils impacts regardless of overall proposed density. In addition, there is a similar potential for unknown paleontological resources to be located within the project area. Implementation of mitigation measures would ensure that impacts related to paleontological resources would be reduced to less than significant levels, similar to the proposed project. Thus, this alternative would be neither environmentally superior nor inferior to the proposed project.

Hydrology and Water Quality

Similar to the proposed project, construction activities under the “All Residential Development” Alternative could result in short-term water quality impacts associated with the handling, storage, and

disposal of construction materials, maintenance and operation of construction equipment, and earthmoving activities. This alternative would similarly be subject to the National Pollutant Discharge Elimination System (NPDES) permit requirements and would be required to obtain and Construction General Permit and implement a Stormwater Pollution Prevention Plan (SWPPP).

The “All Residential Development” Alternative would proportionally reduce impervious areas, as well as reduced water pollutants. Nevertheless, a standard urban stormwater mitigation plan (SUSMP) would similarly be required, which would require implementation of a variety of BMPs associated with water quality and stormwater treatment. Additionally, this alternative would similarly construct a new storm drain network, underground detention basins, and BMPs related to hydrology and water quality to reduce stormwater runoff and improve water quality treatment on-site. Therefore, hydrology and water quality impacts of this alternative would be similar to the proposed project and result in less than significant impacts. Overall, this alternative would be neither environmentally superior nor inferior to the proposed project.

Hazards and Hazardous Materials

Similar to the proposed project, this alternative would involve demolishing the on-site structures and buildings. Existing structures on the project site appear to have been constructed in the 1950s and thus, demolition could result in the release of ACMs, LBP, and PCBs. As such, this alternative could also potentially expose workers and the public to hazards and hazardous materials during demolition and construction activities. This Alternative would also require the handling of existing elevated concentrations of hazardous materials in on-site soils (including concentrations of TPH-g and gasoline, and the potential presence of an underground storage tank) similar to the proposed project. As such, the “All Residential Development” Alternative could create a significant hazard to the public or environment involving the release of hazardous materials into the environment, specifically within proximity to a school, particularly during site disturbance, demolition, and remedial activities, similar to the proposed project. However, as with the proposed project, this alternative would be subject to compliance with all applicable federal and State laws and regulations related to the accidental release of hazardous materials, and impacts would be less than significant. Thus, this alternative would be neither environmentally superior nor inferior to the proposed project.

Transportation

Compared to the proposed project, the “All Residential Development” Alternative would reduce residential and eliminate nonresidential development on-site, which would reduce the ability to contribute towards a transit oriented development, compared to that of the proposed project. Nevertheless, impacts would similarly be less than significant with regards to VMT as this alternative would meet several VMT screening criteria, including being located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor. This alternative would also include similar right-of-way improvements to adjacent roadways to accommodate the anticipated increase in bus, automobile, bicycle, and pedestrian demands. Similar to the proposed project, all proposed improvements would comply with City and Specific Plan design standards. Construction activities under both scenarios would potentially result in temporary lane closures on adjacent roadways and would require implementation of Mitigation Measure TRA-1 to prepare and implement a Construction Management Plan. As with the proposed project, potential transportation related

impacts under this alternative would be less than significant. Overall, this alternative would be neither environmentally superior nor inferior to the proposed project.

Air Quality

The “All Residential Development” Alternative would introduce up to 350 dwelling units compared to proposed project’s 770 dwelling units. Thus, this alternative would proportionally reduce the project’s short-term construction and long-term operational air quality emissions. This alternative would be environmentally superior to the proposed project.

Greenhouse Gas Emissions

Compared to the proposed project, the reduced development intensity proposed under the “All Residential Development” Alternative would proportionally reduce the project’s GHG emissions during construction and operational phases. As there would be an approximate 45 percent reduction in units on-site and no non-residential square footage, there would be a proportionate reduction in metric tons of C₂O emissions per year (MTCO_{2e}/year). Nonetheless, this reduction would not reduce the project’s direct and indirect GHG emissions to a level of insignificance. Hypothetically, even if the reduction were 60 percent lower than the project’s 11,500.67 MTCO_{2e}/year, this reduction (to 6,900 MTCO_{2e}/year) would still be over the 3,000 MTCO_{2e}/year threshold of significance, primarily due to mobile emissions. As such, although this alternative would be environmentally superior to the proposed project, a significant and unavoidable GHG impact would still remain.

Energy

Compared to the proposed project, impacts from energy usage related to electricity and natural gas consumption during construction and operations would proportionally decrease given that the development intensity under the “All Residential Development” Alternative would be proportionally reduced, compared to the proposed project. Thus, this alternative would be environmentally superior to the proposed project.

Noise

Due to the reduced development intensity of the “All Residential Development” Alternative, construction-related noise impacts would proportionally decrease compared to the proposed project. Additionally, operational noise impacts from fewer stationary and mobile noise sources under this alternative would be reduced compared to the proposed project. As such, this alternative would be environmentally superior to the proposed project.

Population and Housing

The “All Residential Development” Alternative would construct a 350-unit multi-family residential development. Based on the City’s average household size of 3.59, this alternative could introduce up to 1,257 residents. Therefore, this alternative would result in 420 fewer units and 1,507 fewer residents (than the proposed project) and, as such, would result in reduced impacts to population growth. Overall, this alternative would be environmentally superior to the proposed project.

However, it is acknowledged that this alternative would provide proportionately fewer affordable units and thus, contribute less towards meeting the Statewide housing demand and City’s RHNA allocation compared to the proposed project.

Public Services and Recreation

The “All Residential Development” Alternative would provide 420 fewer units and introduce 1,507 fewer residents compared to the proposed project. Therefore, this alternative would result in a proportional reduction in demand for fire, police, school, library, and parks and recreation services. It is acknowledged that this alternative would provide less open space for recreational activities than the proposed project. However, overall impacts related to public services and recreation would be reduced under this alternative. This alternative would be environmentally superior to the proposed project.

Utilities and Service Systems

Given the reduction in development intensity, this alternative would generate proportionally less wastewater, water demand, solid waste, and electricity and gas demands. Thus, this alternative would be environmentally superior to the proposed project.

ABILITY TO MEET PROJECT OBJECTIVES

The “All Residential Development” Alternative would achieve some, but not all, of the project’s objectives. This alternative would provide 350 market rate and affordable housing opportunities, which would assist the City in meeting its RHNA obligation, although not to the extent as the proposed project. Although this alternative would provide 350 residential units with 40 percent reserved as affordable units, this alternative would not achieve the same number of affordable units as the project. This alternative would still establish a community with multi-modal transportation, walking trails, community connectivity, sustainable landscaping, and health and wellness-focused amenities. However, as no non-residential square footage would be constructed, this alternative would not develop a transit-oriented community. Last, this alternative would not develop commercial or hospitality uses to serve the community.

7.7 “ENVIRONMENTALLY SUPERIOR” ALTERNATIVE

Table 7-3, *Comparison of Alternatives*, summarizes the comparative analysis presented above (i.e., the alternatives compared to the proposed project). Review of Table 7-3 indicates the “No Project” Alternative is the environmentally superior alternative, as it would avoid or lessen most of the project’s environmental impacts, including the project’s significant and unavoidable greenhouse gas emissions. According to CEQA Guidelines Section 15126.6(e), “if the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” Accordingly, both the “Reduced Density Alternative” and the “All Residential Development” Alternative are considered environmentally superior to the proposed project, since these alternatives reduce the projects significant and unavoidable greenhouse gas emissions. However, it is acknowledged that these emissions reductions would not be reduced to an insignificant level. Significant and unavoidable greenhouse gas emissions impacts for both the “Reduced Density Alternative” and the “All Residential Development” Alternative would remain.

**Table 7-3
Comparison of Alternatives**

Environmental Topic Area	No Project Alternative	Reduced Density Alternative	All Residential Development Alternative
Land Use and Planning	=	=	▲
Aesthetics/Light and Glare	=	=	=
Tribal and Cultural Resources	▼	=	=
Geology and Soils	▼	=	=
Hydrology and Water Quality	▲	=	=
Hazards and Hazardous Materials	=	=	=
Transportation	=	=	=
Air Quality	▼	▼	▼
Greenhouse Gas Emissions*	▼	▼*	▼*
Energy	▼	▼	▼
Noise	▼	▼	▼
Population and Housing	▼	▼	▼
Public Services and Recreation	▲	▼	▼
Utilities and Service Systems	▼	▼	▼
▲ Indicates an impact that is greater than the proposed project (environmentally inferior). ▼ Indicates an impact that is less than the proposed project (environmentally superior). = Indicates an impact that is equal to the proposed project (neither environmentally superior nor inferior). * Indicates a significant and unavoidable impact.			

The “No Project” Alternative would not achieve any of the project’s basic objectives. No new development would occur; therefore, this alternative would not provide any market rate or affordable housing onsite and would not assist the City in meeting its RHNA obligation. This alternative would not develop residential, commercial, hospitality, or open space uses to serve the community. A transit-oriented community would not be created and pedestrian and bicycle connections would not be constructed to connect to the nearby Metrolink Station. This alternative would not achieve this objective. No affordable to low and very low-income households would be afforded. Last, this alternative would not establish a community with multi-modal transportation, walking trails, community connectivity, sustainable landscaping, or health and wellness-focused amenities.

The “Reduced Density” Alternative would achieve project’s objectives, but not to the extent of the project. This alternative would construct a transit-oriented development. 539 market rate and affordable housing opportunities would be provided, which would assist the City in meeting its RHNA obligation, although not to the extent as the proposed project. Commercial uses would be afforded to serve the community; however, no hospitality uses would be constructed. This alternative would still establish a community with multi-modal transportation, walking trails, community connectivity, sustainable landscaping, and health and wellness-focused amenities. Although this alternative would provide 539 residential units with 40 percent reserved as affordable units, this alternative would not achieve the same number of affordable units as the project.

The “All Residential Development” Alternative would achieve some, but not all, of the project’s objectives. This alternative would provide 350 market rate and affordable housing opportunities, which would assist the City in meeting its RHNA obligation, although not to the extent as the proposed project. Although this alternative would provide 350 residential units with 40 percent

reserved as affordable units, this alternative would not achieve the same number of affordable units as the project. This alternative would still establish a community with multi-modal transportation, walking trails, community connectivity, sustainable landscaping, and health and wellness-focused amenities. However, as no non-residential square footage would be constructed, this alternative would not develop a transit-oriented community. Last, this alternative would not develop commercial or hospitality uses to serve the community.

8.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

CEQA provides that an EIR shall focus on the significant effects on the environment and discuss potential environmental effects with emphasis in proportion to their severity and probability of occurrence. The City of Norwalk (City) prepared the *Norwalk Transit Village Initial Study* (Initial Study; dated July 2022) to analyze the proposed project's effect on specific environmental topic areas, included as part of the Environmental Checklist form presented in *CEQA Guidelines* Appendix G; refer to [Appendix 11.1, *Notice of Preparation/Initial Study*](#). The Initial Study concluded that certain impacts were identified as “less than significant” or “no impact” due to the inability of a project of this scope to yield such impacts or the absence of project characteristics producing effects of this type. These effects are not required to be included in the EIR's primary environmental analysis sections ([Section 5.1, *Aesthetics*](#), through [5.14, *Utilities and Service Systems*](#)). In accordance with *CEQA Guidelines* Section 15128, the following discussion includes a brief description of potential impacts found to be less than significant in the Initial Study. The lettered analyses under each topical area directly correspond to their order in *CEQA Guidelines* Appendix G.

AESTHETICS. *Except as provided in Public Resources Code Section 21099, would the project:*

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

No Impact. A scenic vista is generally defined as a view of undisturbed natural lands exhibiting a unique or unusual feature that comprises an important or dominant portion of the viewshed. Scenic vistas may also be represented by a particular distant view that provides visual relief from less attractive views of nearby features. Other designated Federal and State lands, as well as local open space or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape of nearby features.

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

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

No Impact. Based on the California Department of Transportation's *California Scenic Highway Mapping System*, there are not any officially designated, or eligible, State scenic highways within proximity to the project site.¹ The nearest designated, or eligible, scenic highway is State Route 57, located approximately 10 miles east of the project site. As such, no impacts would result in this regard.

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

AGRICULTURE AND FORESTRY RESOURCES. *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:*

a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

No Impact. Per the California Department of Conservation, the project area is situated within urban and built-up land.² The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Thus, no impacts would result in this regard.

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

No Impact. The project site is zoned "Institutional" (I) and is not covered under an existing Williamson Act contract.³ Thus, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impacts would occur in this regard.

c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

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

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

No Impact. Refer to response to Agriculture and Forestry Resources (c). No impact would occur.

e) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

No Impact. Refer to responses to Agriculture and Forestry Resources (a) through (d). No agricultural resources or forest land exists within or adjacent to the project site. Therefore, future buildout of the

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

³ California Department of Conservation, Division of Land Resource Protection, State of California Williamson Act Contract Land, 2017.

project would not result in the conversion of farmland to non-agricultural use or forest land to non-forest use. No impacts would occur in this regard.

AIR QUALITY. *Would the project:*

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

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

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

BIOLOGICAL RESOURCES. *Would the project:*

- a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

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

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

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

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

- c) *Have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

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

- d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

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

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

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

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

- f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?*

No Impact. According to the U.S. Fish and Wildlife Service (USFWS) *Habitat Conservation Plan /Natural Community Conservation Planning (HCP/NCCP) Planning Areas in Southern California Map and California*

Regional Conservation Plans Map, the project site is not located within a Natural Community Conservation Plan or Habitat Conservation Plan.^{4,5} As such, no impact would result in this regard.

GEOLOGY AND SOILS. *Would the project:*

a)(1) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

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

The project area is not transected by known active or potentially active faults.⁶ The closest active fault zone is the Whittier fault zone, located approximately five miles northeast of the site.⁷ Therefore, the potential for surface rupture is considered low. As such, the project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. No impact would occur in this regard.

a)(4) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?*

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

⁴ United States Fish and Wildlife Service, *HCP/NCCP Planning Areas in Southern California*, October 2008.

⁵ California Department of Fish and Wildlife, *California Regional Conservation Plans Map*, April 2019.

⁶ California Department of Conservation, *Fault Activity Map of California*, <https://maps.conservation.ca.gov/cgs/fam/>, accessed May 11, 2022.

⁷ Ibid.

- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

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

HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*

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

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

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

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?*

No Impact. The closest public use airport, Long Beach Municipal Airport, is located approximately 7.7 miles to the southwest of the project site. The closest airport, Fullerton Municipal Airport, is located approximately 5.1 miles to the southeast of the project site at 4011 West Commonwealth Avenue in the City of Fullerton. This airport is a general aviation airport owned and operated by the City of Fullerton. The project site is located outside of the Long Beach Municipal Airport Influence Area and is not located within the vicinity of a private airstrip or any airport land use plan, or within two miles of a public airport.⁸ As such, no impacts would occur in this regard.

⁸ Los Angeles County Department of Regional Planning, *Long Beach Airport Influence Area*, amended May 13, 2003, https://planning.lacounty.gov/assets/upl/project/aluc_airport-long-beach.pdf, accessed April 8, 2022.

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

No Impact. The project site consists of, and is surrounded by, urban/developed land, and no areas of wildland are present in the project vicinity. Additionally, the California Department of Forestry and Fire Protection's *Los Angeles County Very High Fire Hazard Severity Zones in LRA Map* does not identify the project site or immediate project vicinity in a very high fire hazard severity zone.⁹ Therefore, project implementation would not expose people or structures to a significant risk involving wildland fires, and no impacts would occur in this regard.

HYDROLOGY AND WATER QUALITY. *Would the project:*

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

Less Than Significant Impact.

Flood Hazard

The project site is not located within areas of potential flooding according to the Federal Emergency Management Agency (FEMA) *Flood Insurance Rate Map* for the project area.¹⁰ No impacts would occur in this regard.

Seiche

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

Tsunami

A tsunami is a sea wave caused by a sudden displacement of the ocean floor, most often due to earthquakes. The project is approximately 11.7 miles northwest of the Pacific Ocean. According to the California Geologic Survey, the project site is approximately nine miles north of the closest Tsunami Inundation Area.¹¹ Thus, development of the project would not place people or structures within a tsunami flood zone and no impact would occur.

⁹ California Department of Forestry and Fire Protection, *Los Angeles County Very High Fire Hazard Severity Zones in LRA, As Recommended by CAL FIRE*, September 2011, <https://osfm.fire.ca.gov/media/7280/losangelescounty.pdf>, accessed April 8, 2022.

¹⁰ Federal Emergency Management Agency, *National Flood Hazard Layer FIRMette*, <https://hazardsfema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd>, accessed March 22, 2022.

¹¹ California Geologic Survey, *CGS Information Warehouse: Tsunami Hazard Area Map*, https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/, accessed May 11, 2022.

LAND USE AND PLANNING. *Would the project:*

a) *Physically divide an established community?*

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

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

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

MINERAL RESOURCES. *Would the project:*

a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?*

No Impact. The project site is located in a developed area of the City. According to the California Department of Conservation, Division of Mine Reclamation, the project site and surrounding area have no active mines.¹² Additionally, the project site is currently developed with the former CYA facility and has not been utilized for mining activities. Therefore, project development would not cause the loss of availability of mineral resources valuable to the region and the State, and no impact would occur.

b) *Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

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

¹² California Department of Conservation, Update of Mineral Classification of Portland Cement Concrete Aggregate in Ventura, Los Angeles, and Orange Counties, California. 1994.

NOISE. *Would the project:*

- c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?*

No Impact. The closest airport, Fullerton Municipal Airport, is located approximately 5.1 miles to the southeast of the project site at 4011 West Commonwealth Avenue in the City of Fullerton. This airport is a general aviation airport owned and operated by the City of Fullerton. The closest public use airport is the Long Beach Airport, located approximately 7.7 miles southwest of the project site at 4100 Donald Douglas Drive in the City of Long Beach. The project site is located outside of the Fullerton Municipal Airport noise contours and is not located within the vicinity of a private airstrip or any airport land use plan, or within two miles of a public airport.¹³ As such, no impacts would occur in this regard.

POPULATION AND HOUSING. *Would the project:*

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

Less Than Significant Impact. The project would not displace substantial numbers of existing people or housing and would not necessitate the construction of replacement housing elsewhere. The project involves the demolition of the former CYA facility. While there were three vacant single-family residences on-site that were used for on-site employee housing, there are no existing permanent populations of people or current housing use on-site. Therefore, the proposed project would not displace a substantial number of people or housing necessitating the construction of replacement housing elsewhere. A less than significant impact would result in this regard.

WILDFIRE. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:*

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

No Impact. According to the California Department of Forestry and Fire's *Los Angeles County Very High Fire Hazard Severity Zones in SRA*, the City is not located in or near a State responsibility area (SRA).¹⁴ Further, according to the California Department of Forestry and Fire's *Los Angeles County Very High Fire Hazard Severity Zones in LRA*, the City is not located in or near a Very High Fire Hazard Severity Zone (VHFHSZ).¹⁵ As such, the project site and immediate vicinity are not classified as a very high fire hazard severity zone or within a SRA, and no impact would occur in this regard.

¹³ Orange County Land Use Commission, *Airport Environs Land Use Plan for Fullerton Municipal Airport*, amended February 21, 2019.

¹⁴ California Department of Forestry and Fire Protection, *Los Angeles County Fire Hazard Severity Zones in SRA*, November 7, 2007, https://osfm.fire.ca.gov/media/6737/fhszs_map30.pdf, accessed March 12, 2022.

¹⁵ California Department of Forestry and Fire Protection, *Los Angeles Very High Fire Hazard Severity Zones in LRA, As Recommended by CAL FIRE*, September 2011, https://osfm.fire.ca.gov/media/5882/c30_danapoint.pdf, accessed March 12, 2022.

- b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

No Impact. Refer to response to Wildfire (a).

- c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

No Impact. Refer to response to Wildfire (a).

- d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

No Impact. Refer to response to Wildfire (a).

9.0 ORGANIZATIONS AND PERSONS CONSULTED CITY (LEAD AGENCY/APPLICANT)

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Tracey Jue, Director, Facilities Planning Bureau

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Norwalk, CA 90650-2894

Edith C. Florence, Director, Facilities Planning & Construction

LOS ANGELES COUNTY LIBRARY

7400 E. Imperial Hwy
Downey, CA 90242

Skye Patrick, Library Director

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