14830 CARMENITA ROAD WAREHOUSE PROJECT

INITIAL STUDY/

MITIGATED NEGATIVE DECLARATION

Lead Agency:
City of Norwalk
12700 Norwalk Blvd
Norwalk, CA 90650

Project Applicant:
Rexford Industrial
11620 Wilshire Boulevard, 10th Floor
Los Angeles, CA 90025

EPD SOLUTIONS, INC
3333 Michelson Drive, Suite 500
Irvine, CA 92612

October 2024

This page is intentionally left blank.

Table of Contents

1. INTRODUCTION 1
1.1. PURPOSE OF THE INITIAL STUDY 1
1.2. DOCUMENT ORGANIZATION 2
2. PROJECT SETTING 3
2.1. PROJECT LOCATION 3
2.2. EXISTING PROJECT SITE 3
2.3. EXISTING GENERAL PLAN AND ZONING DESIGNATIONS 3
2.4. SURROUNDING LAND USE, GENERAL PLAN, AND ZONING DESIGNATIONS 3
3. PROJECT DESCRIPTION 21
3.1. PROJECT OVERVIEW 21
3.2. PROJECT FEATURES 21
3.3. GENERAL PLAN AND ZONING 22
3.4. CONSTRUCTION PHASING 22
3.5. OPERATIONAL CHARACTERISTICS 22
3.6. DISCRETIONARY APPROVALS, PERMITS, AND STUDIES 23
4. ENVIRONMENTAL CHECKLIST 31
4.1. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED 31
4.2. DETERMINATION 32
5. ENVIRONMENTAL ANALYSIS 35
5.1. AESTHETICS 35
5.2. AGRICULTURE AND FORESTRY RESOURCES 39
5.3. AIR QUALITY 41
5.4. BIOLOGICAL RESOURCES 51
5.5. CULTURAL RESOURCES 54
5.6. ENERGY 57
5.7. GEOLOGY AND SOILS 61
5.8. GREENHOUSE GAS EMISSIONS 67
5.9. HAZARDS AND HAZARDOUS MATERIALS 74
5.10. HYDROLOGY AND WATER QUALITY 79
5.11. LAND USE AND PLANNING 85
5.12. MINERAL RESOURCES 93
5.13. NOISE 94
5.14. POPULATION AND HOUSING 103
5.15. PUBLIC SERVICES 105
5.16. RECREATION 108
5.17. TRANSPORTATION 109
5.18. TRIBAL CULTURAL RESOURCES 113
5.19. UTILITIES AND SERVICE SYSTEMS 115
5.20. WILDFIRE 121
5.21. MANDATORY FINDINGS OF SIGNIFICANCE 123
6. DOCUMENT PREPARERS AND CONTRIBUTORS 126

Figures

FIGURE 2-1: REGIONAL LOCATION 5
FIGURE 2-2: LOCAL VICINITY 7
FIGURE 2-3: AERIAL VIEW 9
FIGURE 2-4A: EXISTING SITE PHOTOS 11
FIGURE 2-4B: EXISTING SITE PHOTOS 13
FIGURE 2-4C: EXISTING SITE PHOTOS 15
FIGURE 2-5: EXISTING GENERAL PLAN DESIGNATION 17
FIGURE 2-6: EXISTING ZONING DESIGNATION 19
FIGURE 3-1: CONCEPTUAL SITE PLAN 25
FIGURE 3-2: ELEVATIONS 27
FIGURE 3-3: CONCEPTUAL LANDSCAPE PLAN 29

Tables

TABLE 2.4-1: SURROUNDING EXISTING LAND USE AND ZONING DESIGNATIONS 3
TABLE 5.1-1:CONSISTENCY WITH DEVELOPMENT STANDARDS 36
TABLE 5.3-1: SCAQMD REGIONAL DAILY EMISSIONS THRESHOLDS 42
TABLE 5.3-2: REGIONAL CONSTRUCTION EMISSION ESTIMATES (LBS/DAY) 43
TABLE 5.3-3: REGIONAL OPERATIONAL EMISSIONS 44
TABLE 5.3-4: LOCALIZED CONSTRUCTION EMISSION ESTIMATES 45
TABLE 5.3-5: SUMMARY OF PROPOSED PROJECT CONSTRUCTION HEALTH RISK WITHOUT MITIGATION 45
TABLE 5.3-6: SUMMARY OF PROPOSED PROJECT CONSTRUCTION CANCER RISK WITH MITIGATION 46
TABLE 5.3-7: LOCALIZED OPERATIONAL EMISSION ESTIMATES 47
TABLE 5.3-8: 2003 SCAQMD HOT SPOT STUDY CO CONCENTRATIONS 47
TABLE 5.3-9: SUMMARY OF PROPOSED PROJECT OPERATIONAL HEALTH RISK 48
TABLE 5.3-10: UNMITIGATED COMBINED CONSTRUCTION AND OPERATIONAL HEALTH RISK 49
TABLE 5.3-11: MITIGATED COMBINED CONSTRUCTION AND OPERATIONAL HEALTH RISK 49
TABLE 5.6-1: CONSTRUCTION EQUIPMENT FUEL USAGE 57
TABLE 5.6-2: ESTIMATED PROJECT VEHICLE USAGE 58
TABLE 5.6-3: TOTAL CONSTRUCTION FUEL USAGE 58
TABLE 5.6-4: PROPOSED PROJECT OPERATIONAL ENERGY CONSUMPTION ESTIMATES COMPARED TO EXISTING 59
TABLE 5.8-1: PROJECT CONSTRUCTION GREENHOUSE GAS EMISSIONS 69
TABLE 5.8-2: PROJECT TOTAL GREENHOUSE GAS EMISSIONS 70
TABLE 5.8-3: PROJECT CONSISTENCY WITH THE CARB 2022 SCOPING PLAN 71
TABLE 5.11-1: GENERAL PLAN POLICY CONSISTENCY 85
TABLE 5.11-2: RTP/SCS CONSISTENCY 90
TABLE 5.13-1: FTA CONSTRUCTION NOISE CRITERIA 95
TABLE 5.13-2: PERMITTED NOISE LEVELS 95
TABLE 5.13-3: EXISTING (AMBIENT) NOSIE MEASUREMENT RESULTS 96
TABLE 5.13-4: CONSTRUCTION EQUIPMENT NOISE EMISSIONS AND USAGE FACTORS 97
TABLE 5.13-5: CONSTRUCTION NOISE LEVELS AT THE NEARBY RECEPTORS 98
TABLE 5.13-6: OPERATIONAL NOISE LEVELS AT THE NEARBY RECEPTORS 99
TABLE 5.13-7: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT 101
TABLE 5.17-1: PROJECT TRIP GENERATION 111
TABLE 5.19-1: CITY OF NORWALK WATER SUPPLY PROJECTIONS (ACRE-FEET) 117
TABLE 5.19-2: CITY OF NORWALK WATER DEMAND PROJECTIONS (ACRE-FEET) 117
TABLE 5.19-3: LANDFILL CAPACITY 118

Appendices

A AIR QUALITY, HEALTH RISK, GREENHOUSE GAS, AND ENERGY IMPACT REPORT
B HEALTH RISK ASSESSMENT
C HISTORIC RESOURCES ASSESSMENT
D GEOTECHNICAL INVESTIGATION
E CULTURAL RESOURCE STUDY
F PALEONTOLOGICAL ASSESSMENT
G PHASE I ENVIRONMENTAL SITE ASSESSMENT
H SUBSURFACE INVESTIGATION REPORT
I PRELIMINARY LOW IMPACT DEVELOPMENT PLAN
J PRELIMINARY HYDROLOGY STUDY
K NOISE AND VIBRATION IMPACT ANALYSIS
L TRIP GENERATION ANALYSIS AND VMT SCREENING ANALYSIS

This page intentionally left blank.

1. INTRODUCTION

1.1. PURPOSE OF THE INITIAL STUDY

This document is an Initial Study and Mitigated Negative Declaration (IS/MND) prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed 14830 Carmenita Road Warehouse Project, which involves a Site Plan Review to allow for the demolition of the existing warehouse buildings totaling 89,870 square feet (SF) to construct a 138,972 SF industrial warehouse, and associated site improvements, within the Heavy Manufacturing zone (M2) ("proposed Project", "Project"). This IS/MND has been prepared in accordance with CEQA, Public Resources Code Sections 21000 et seq., and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines).

An initial study is conducted by a lead agency to determine if a project may have a significant effect on the environment. In accordance with CEQA Guidelines Section 15064, an environmental impact report (EIR) must be prepared if the initial study indicates that the proposed project under review may have a potentially significant impact on the environment. A negative declaration may be prepared instead, if the lead agency prepares a written statement describing the reasons why a proposed project would not have a significant effect on the environment, and, therefore, why it does not require the preparation of an EIR (State CEQA Guidelines Section 15371). According to State CEQA Guidelines Section 15070, a negative declaration shall be prepared for a project subject to CEQA when either:

(a) The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or

(b) The initial study identified potentially significant effects, but:

(1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

(2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

If revisions are adopted into the proposed project in accordance with the State CEQA Guidelines Section 15070(b), a mitigated negative declaration is prepared. This document includes such revisions in the form of mitigation measures. Therefore, this document is a Mitigated Negative Declaration and incorporates all of the elements of an initial study pursuant to CEQA Guidelines Section 15063(c). Hereafter this document is referred to as an IS/MND. This IS/MND identifies that impacts related to Air Quality, Cultural Resources, Geology and Soils, Noise, and Tribal Cultural Resources would require implementation of mitigation measures to a less than significant level.

This IS/MND incorporates by reference the City of Norwalk General Plan EIR and the technical documents that relate to the proposed Project or provide additional information concerning the environmental setting of the proposed Project (CEQA Guidelines Section 15150). The information within in this IS/MND is based on the following technical studies and/or planning documents:

City of Norwalk General Plan
(https://www.norwalk.org/home/showpublisheddocument/20041/636561304601230000)

City of Norwalk Municipal Code (https://ecode360.com/NO4978)

Technical studies, personal communications, and web sites listed as references at the end of each subsection of Section 5, *Environmental Analysis*.

In addition to the websites listed above, all documents are available for review at the City of Norwalk Planning Division, located at 12700 Norwalk Boulevard, Norwalk, CA 90650. This IS/MND is available for public review at the City's website (https://www.norwalk.org/city-hall/departments/community-development/planning/development-projects) and at the City of Norwalk Planning Counter at 12700 Norwalk Boulevard. Public comments on the Draft IS/MND can be sent to Carlos Rojas at crojas@norwalkca.gov and will be addressed in the Final IS/MND.

The proposed Project evaluated herein involves a Site Plan Review for construction of an approximately 138,972 SF industrial warehouse on an approximately 7.03-acre site located at 14830 Carmenita Road. The Project site has a General Plan Land Use designation of Heavy Industrial (HI) and a zoning designation of Heavy Manufacturing (M2). The proposed Project industrial warehouse uses are consistent with the intended uses provided and analyzed by the General Plan for the site, and as such, is consistent with the General Plan EIR.

This IS/MND serves as the environmental review for the proposed 14830 Carmenita Road Warehouse Project. The Project proposes development of a site within the boundaries of the City of Norwalk, which would fulfill the purpose of the City's General Plan land use designation for the site.

1.2. DOCUMENT ORGANIZATION

This IS/MND includes the following sections:

Section 1.0 Introduction

Provides information about CEQA and its requirements for environmental review and explains that an IS/MND was prepared by the City of Norwalk to evaluate the proposed Project's potential to impact the physical environment.

Section 2.0 Project Setting

Provides information about the proposed Project's location.

Section 3.0 Project Description

Includes a description of the proposed Project's physical features and construction and operational characteristics, as well as a list of the discretionary approvals that would be required by the proposed Project.

Section 4.0 Environmental Checklist

Includes the summarized results in the Environmental Checklist from Appendix G of the State CEQA Guidelines and identifies if an EIR is required, and if one is, what environmental topics need to be analyzed in the EIR.

Section 5.0 Environmental Analysis

Includes the information and data that was analyzed leading to the results of the Environmental Checklist, which evaluates the proposed Project's potential to result in significant adverse effects to the physical environment.

Section 6.0 Document Preparers and Contributors

Includes a list of the persons that prepared this IS/MND.

2. PROJECT SETTING

2.1. PROJECT LOCATION

The proposed Project site is located in southeastern Los Angeles County within the City of Norwalk. The Project site is located at 14830 Carmenita Road, Norwalk, California 90650. The site is within the United States Geological Survey (USGS) Whittier 7.5-Minute Series Quadrangle and can be identified within Township 3 South, Range 11 West, San Bernardino Base and Meridian. The City of Norwalk is approximately 12 miles southeast of downtown Los Angeles and 16 miles northwest of downtown Santa Ana.

Regional access to the Project site is provided by Interstate 5 (I-5), approximately 0.2 mile south of the site. Local access to the site is provided from Carmenita Road and Excelsior Drive. The Project site and surrounding area are shown in Figure 2-1, *Regional Location*, and Figure 2-2, *Local Vicinity*.

2.2. EXISTING PROJECT SITE

The Project site consists of one parcel encompassing approximately 7.03-acres. The parcel is identified as Los Angeles County Assessor's Parcel Number (APN): 8069-002-085. The Project site is currently developed with two multi-tenant industrial warehouse buildings totaling 89,870 SF. The existing buildings are currently occupied by RV Storage Depot, an RV storage company. The site is striped and paved with asphalt and concrete surrounding the buildings, and no landscaping currently exists. Direct access to the Project site is available via one driveway on Excelsior Drive. Reciprocal access is available through the adjacent property to the west, via one driveway on Carmenita Road. The Project site's existing conditions are shown in Figure 2-3, *Aerial View*, and Figure 2-4a though 2-4c, *Existing Site Photos*.

2.3. EXISTING GENERAL PLAN AND ZONING DESIGNATIONS

The Project site has a City of Norwalk General Plan Land Use designation of Heavy Industrial, as shown in Figure 2-5, *Existing General Plan Designation*. The General Plan states that the Heavy Industrial land use designation provides for large scale manufacturing, assembly, and fabrication activities. The Project site has a zoning designation of Heavy Manufacturing (M2), as shown in Figure 2-7, *Existing Zoning Designation*. The M2 Heavy Manufacturing zone is intended to provide for a variety of uses, including heavy industrial, light manufacturing, warehouse and distribution, and related uses.

2.4. SURROUNDING LAND USE, GENERAL PLAN, AND ZONING DESIGNATIONS

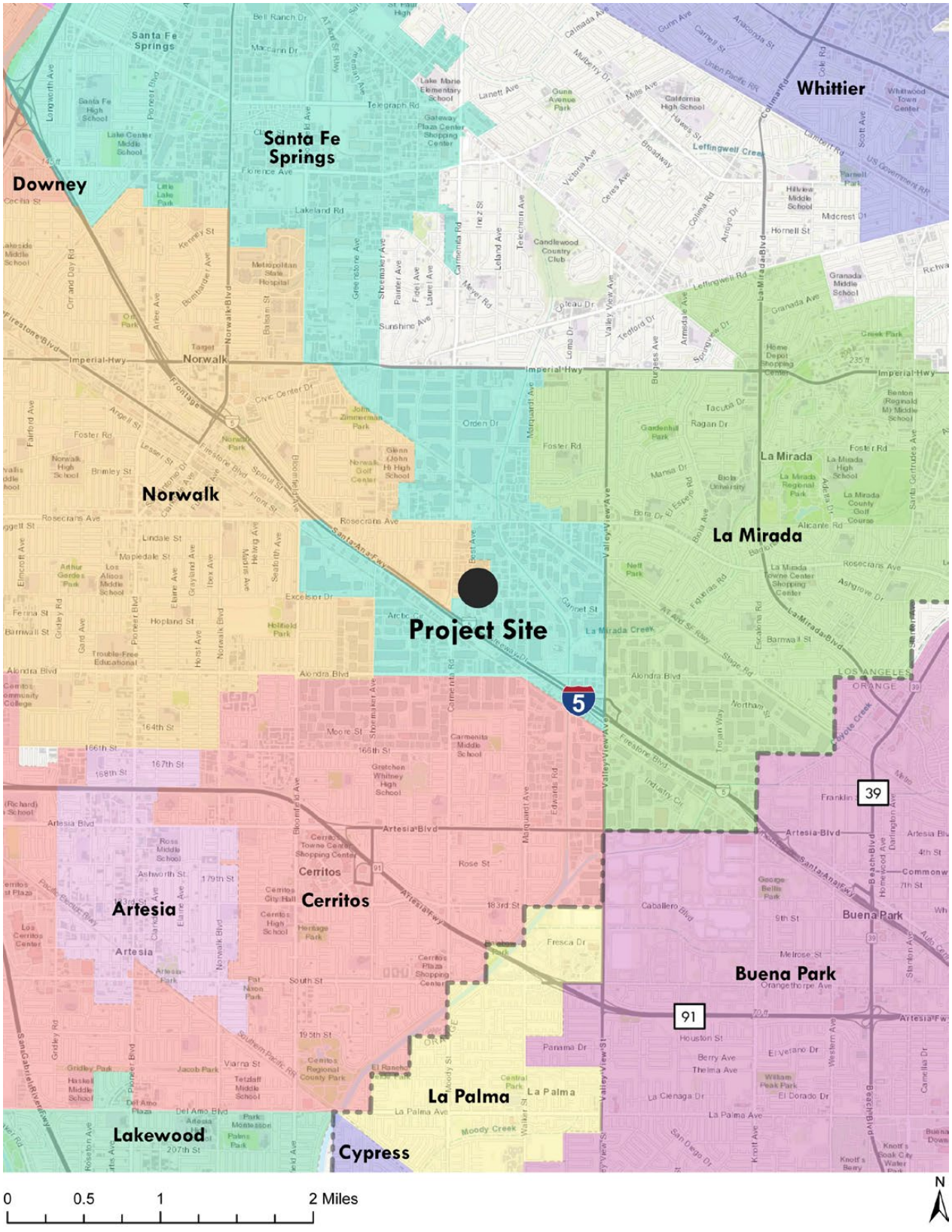
The Project site is located within a fully developed area. Surrounding uses include Ramona School and Preschool and Ramona Park, approximately 0.25 mile from the site; Interstate 5, approximately 0.17 mile from the Project site; and residences located 0.18 mile from the Project site. The surrounding land uses are described in Table 2.4-1.

Table 2.4-1: Surrounding Existing Land Use and Zoning Designations

	Existing Land Use	City General Plan Designation	City Zoning Designation
North	Industrial manufacturing development.	Heavy Industrial	M2
West	Industrial development.	Heavy Industrial	M2
South	Industrial and warehouse development.	Heavy Industrial	M2
East	Industrial manufacturing development.	Heavy Industrial	M2

This page intentionally left blank.

Regional Location

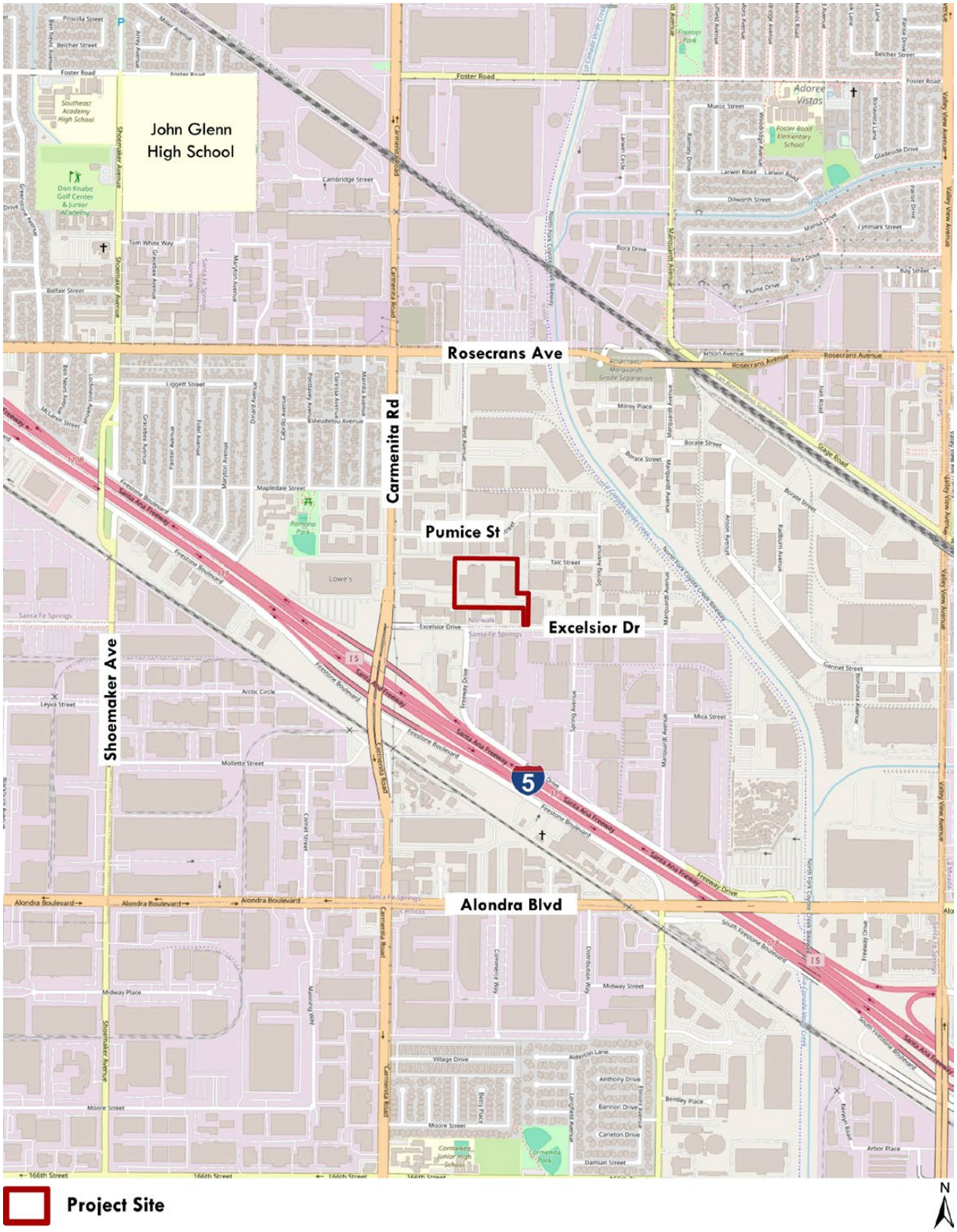


Carmenita Road Warehouse Project
City of Norwalk

Figure 2-1

This page intentionally left blank.

Local Vicinity

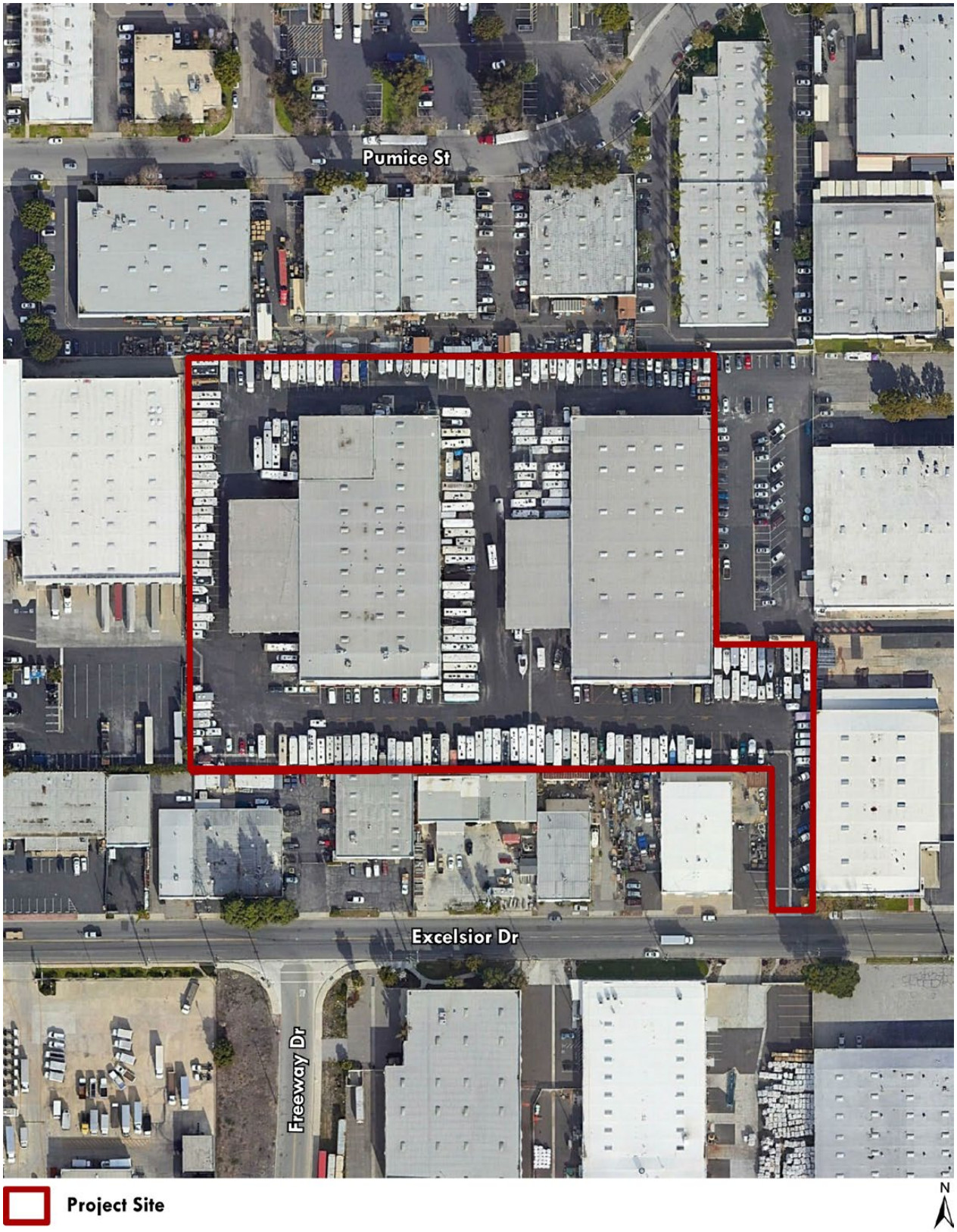


Carmenita Road Warehouse Project
City of Norwalk

Figure 2-2

This page intentionally left blank.

Aerial View



Carmenita Road Warehouse Project
City of Norwalk

Figure 2-3

This page intentionally left blank.

Existing Site Photos

Existing entrance off of Carmenita Rd. west of the project site.

This page intentionally left blank.

Existing Site Photos

Existing entrance off of Carmenita Rd. west of the project site.

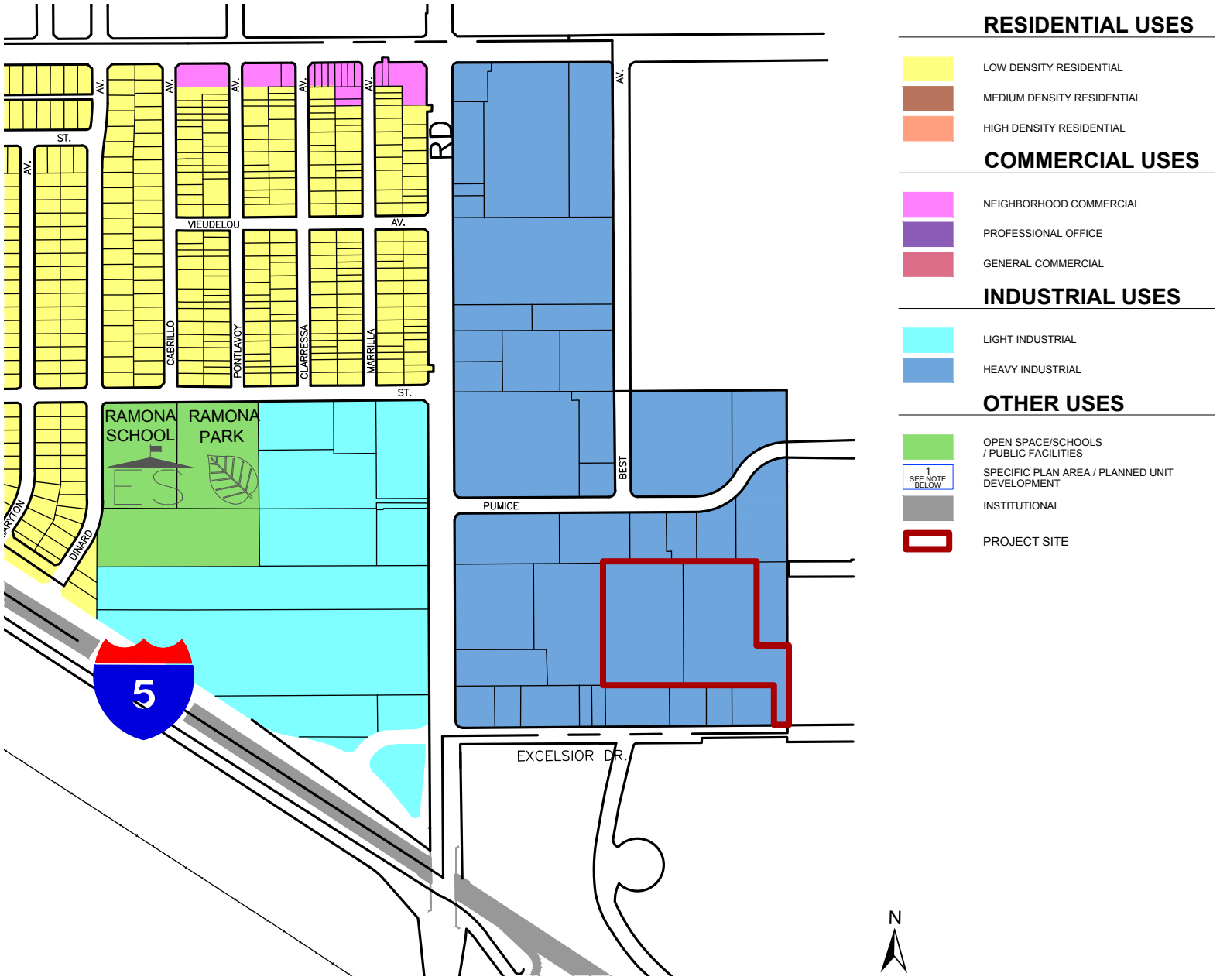
This page intentionally left blank.

Existing Site Photos

Existing entrance off of Excelsior Dr. southeast of the project site.

This page intentionally left blank.

Existing General Plan Designation

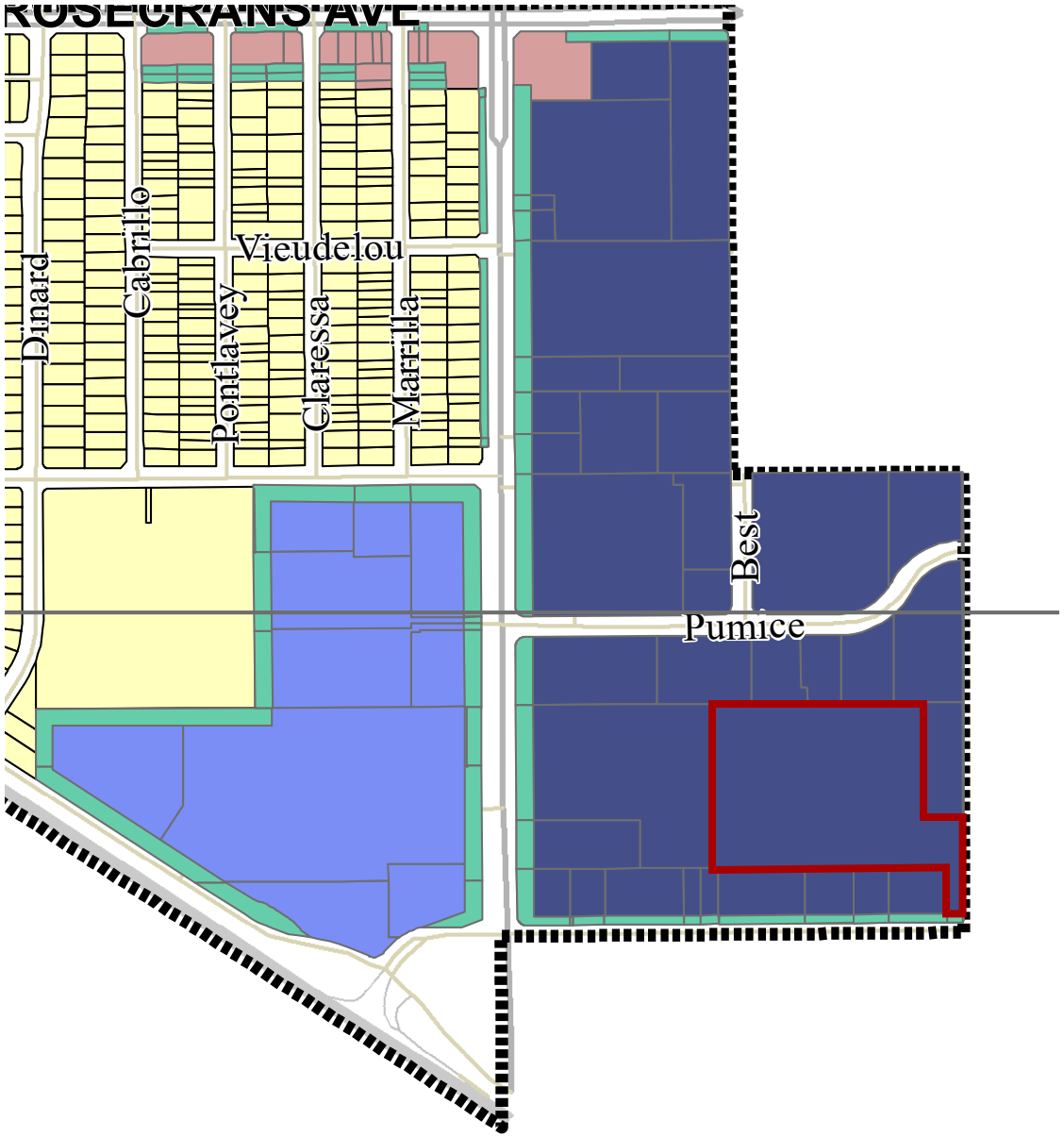


Carmenita Road Warehouse Project
City of Norwalk

Figure 2-5

This page intentionally left blank.

Existing Zoning Designation



RESIDENTIAL USES

- R1 SINGLE FAMILY RESIDENTIAL
- R2 MEDIUM DENSITY RESIDENTIAL
- R3 HIGH DENSITY RESIDENTIAL
- R4 HIGH DENSITY RESIDENTIAL
- RH RESIDENTIAL HORSE PROPERTY

COMMERCIAL USES

- C1 RESTRICTED COMMERCIAL
- C3 GENERAL COMMERCIAL
- CM COMMERCIAL MANUFACTURING
- P/O PROFESSIONAL & OFFICE
- CO COMMERCIAL & OFFICE

INDUSTRIAL USES

- M1 LIGHT MANUFACTURING
- M2 HEAVY MANUFACTURING

OTHER USES

- I INSTITUTIONAL
- OS OPEN SPACE
- P AUTOMOBILE PARKING
- PUD PLANNED UNIT DEVELOPMENT
- SPA SPECIFIC PLAN AREA
- LW LIVE-WORK OVERLAY
- PF PUBLIC FACILITIES OVERLAY
- PROJECT SITE

N

This page intentionally left blank

3. PROJECT DESCRIPTION

3.1. PROJECT OVERVIEW

The Applicant for the proposed Project is requesting approval from the City of Norwalk to demolish the existing buildings and to construct an approximately 138,972 SF industrial warehouse building with a parking lot, ornamental landscaping, and associated infrastructure on the 7.03-acre lot. For purpose of this analysis, no more than 20 percent of the total building square footage (27,793 SF) would be used for cold storage. The proposed Project would result in a floor area ratio (FAR) of 0.45. The building would achieve LEED Gold certification. Figure 3-1, *Conceptual Site Plan,* illustrates the proposed site plan.

3.2. PROJECT FEATURES

Building Summary

The proposed speculative 138,972 SF industrial warehouse building would be inclusive of 132,227 SF of warehouse space, 3,715 SF of ground floor office space, and 3,030 SF of mezzanine space. The building would be single-story with a mezzanine and would have a maximum height of 45 feet at the parapet. Figure 3-1, *Conceptual Site Plan,* illustrates the proposed site plan.

The proposed Project would include a building setback of 40 feet from the northern property line, 59.4 feet from the eastern property line, and 125.3 feet from the southern property line. The proposed building would abut the existing industrial building to the west, 14820 Carmenita Road, which is owned by the Project Applicant.

Architectural Features

As shown in Figure 3-2, *Elevations*, the proposed Project would utilize a varied color scheme and glazing to establish an architectural presence through an emphasis on building finish materials and consistent material usage. The proposed elevation materials would include painted concrete in varying shades of white and gray, aluminum canopies, and blue glazing. The building height would vary in order to reduce massing, with a maximum height of 45 feet at the building parapet.

Loading Dock and Parking Summary

The proposed Project would include 22 loading docks doors along the southern side of the building. The proposed Project would also provide 141 passenger car parking spaces, inclusive of 111 standard stalls, 6 accessible stalls, 4 electric vehicle charging (EV) stalls, 19 electric ready or future EV stalls, and 2 accessible EV stalls.

Access and Circulation

Direct access to the proposed Project would be provided via an existing 28-foot-wide driveway on Excelsior Drive. In addition, reciprocal access to the Project site would be provided through the adjacent property to the west via one existing 35-foot-wide driveway on Carmenita Road. Circulation throughout the site would be provided by a 28-foot-wide fire access road. In addition, the Project proposes to install 5-foot-wide sidewalks on-site to provide pedestrian and ADA access from Excelsior Drive to the main entrance of the building. Vehicles operating out of the proposed industrial warehouse would access I-5 via Carmenita Road and Rosecrans Avenue.

Landscaping and Fencing

The proposed Project would include approximately 25,000 SF of ornamental landscaping that would cover approximately 8 percent of the site, as shown in Figure 3-3, *Conceptual Landscape Plan*. Proposed landscaping would include 24-inch and 36-inch box trees, including Thornless Palo Verde, Forest Pansy Redbud, Wilson Olive, Fern Pine, and Pink Dawn Chitalpa to screen the proposed building and truck court from off-site views. The proposed Project would include additional shrubs and groundcover throughout the Project site.

The existing perimeter fence along the northern, eastern, and southern property lines would remain in place. In addition, a 1-foot to 3.5-foot tall retaining wall would be constructed along a portion of the eastern property line.

Infrastructure Improvements

Water and Sewer Improvements

The Project site is currently serviced by Norwalk Water for both water and sewer needs. The proposed Project would continue to receive its servicing from Norwalk Water during operation. The proposed Project would connect to the existing 6-inch water line within Excelsior Drive for domestic water service. In addition, the Project would install 590 linear feet of a 12-inch water line from the street connection in Carmenita Road through southern drive aisle within the adjacent property to the west of the Project site to the site property line for fire water service. The proposed Project would also connect to an existing 6-inch on-site sewer line, which conveys wastewater to the 8-inch sewer main within Excelsior Drive.

Drainage Improvements

The Project proposes to install several inlets and on-site drainage pipes to convey site runoff to two proposed underground water quality infiltration basins, located at the southern and northeastern portion of the site. The existing drainage pattern would be maintained in the proposed plan such that runoff from the northern portion of the site would be discharged to Spring Avenue, while runoff from the southern portion would be discharged to Excelsior Drive.

3.3. GENERAL PLAN AND ZONING

The Project site has a General Plan land use designation of Heavy Industrial and zoning of M2. Neither the General Plan land use nor the zoning designation set a maximum allowed floor area ratio. The proposed FAR is 0.45. In addition, warehousing and manufacturing are allowed uses within the M2 zoning designation. As a result, the proposed Project, which could include warehouse, light industrial, or manufacturing uses, would be consistent with both the current zoning and land use designation of the site.

3.4. CONSTRUCTION PHASING

Construction activities for the Project would occur over one phase and include demolition, site preparation, grading, building construction, and paving. Grading work of soils is expected to result in cut of 1,007 cubic yards (CY) and fill of 30,218 CY of soils for a net soil import of 29,211 CY. Construction is expected to occur over 14 months beginning in September 2025 and would occur within the hours allowable by City of Norwalk Municipal Code Section 9.04.150, which states that construction shall occur only between the hours of 7:00 AM and 6:00 PM (or sunset, whichever is later).

3.5. OPERATIONAL CHARACTERISTICS

The Project would operate as an industrial warehouse and is expected to begin operation in the first quarter of 2027. Typical operational characteristics include employees and customers traveling to and from the site,

delivery of materials and supplies to the site, truck loading and unloading, and manufacturing activities. The Project is anticipated to operate 7 days a week 24 hours a day.

3.6. DISCRETIONARY APPROVALS, PERMITS, AND STUDIES

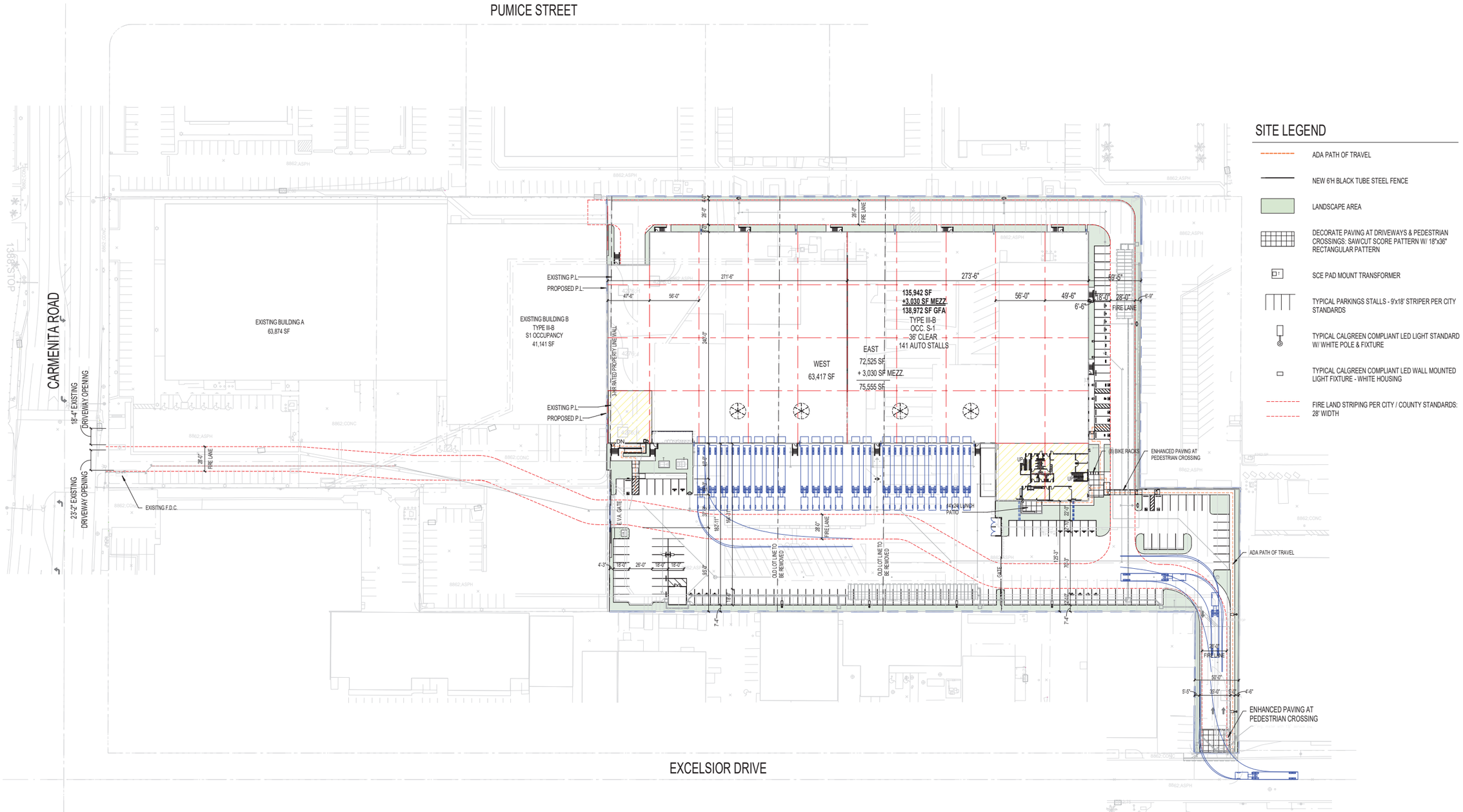
The following discretionary approval, permits, and studies anticipated to be necessary for implementation of the proposed Project include, but may not be limited to the following:

City of Norwalk

- Adoption of the CEQA document – Mitigated Negative Declaration
- Site Plan Review
- Approvals and permits necessary to execute the proposed Project, including but not limited to, demolition permit, grading permit, building permit, etc.

This page intentionally left blank.

Conceptual Site Plan



1 PROPOSED SITE PLAN
1" = 50'-0"

1"=50'
0 25' 50' 100' 250'

Carmenita Road Warehouse Project
City of Norwalk

Figure 3-1

This page intentionally left blank.

Elevations

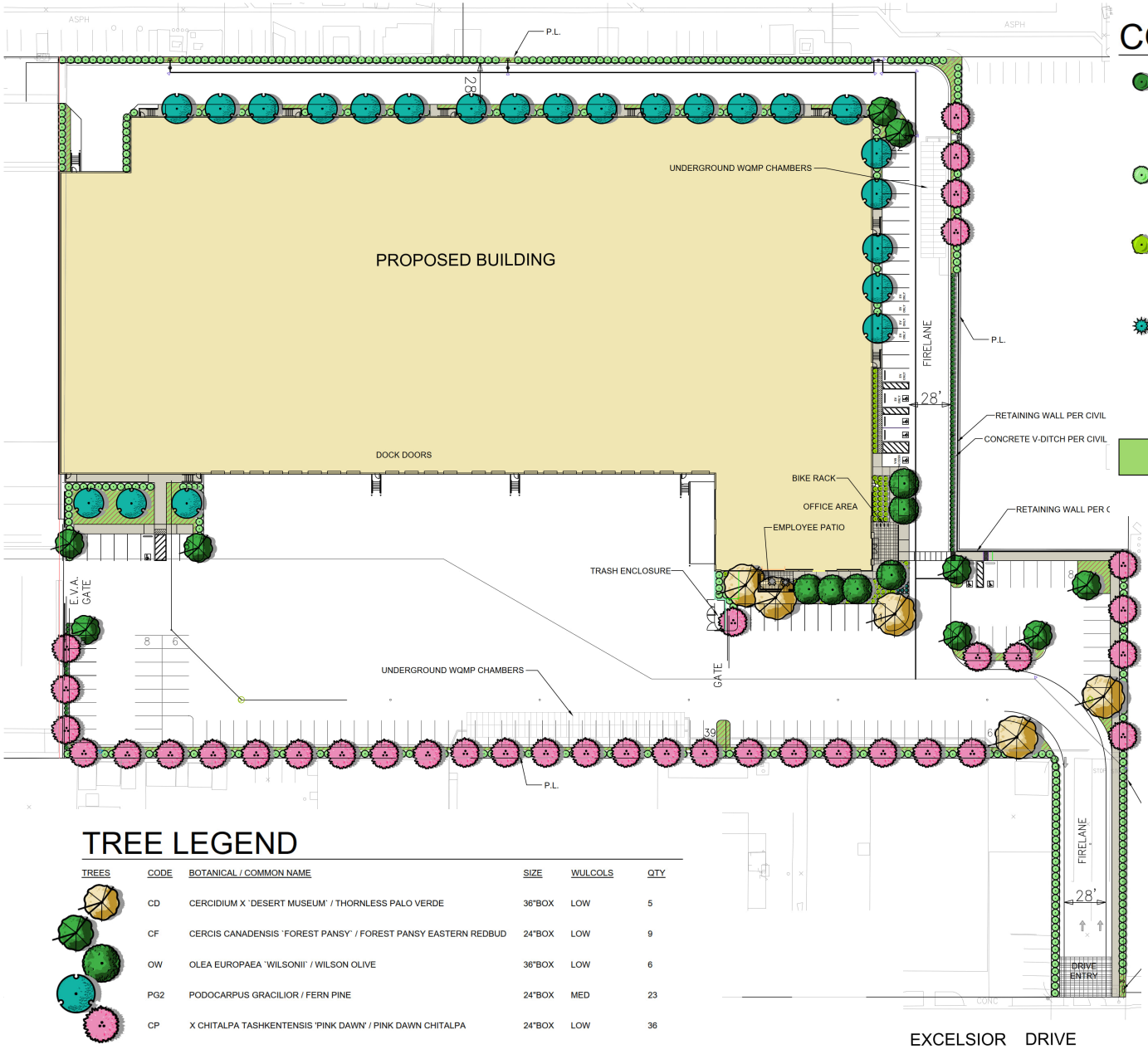
FINISH SCHEDULE

- P-1 SW 7003 TOQUE WHITE
- P-2 SW 7671 ON THE ROCKS
- P-3 SW 7673 PEWTER CAST
- P-4 SW 7674 PEPPERCORN
- GL-1 VITRO ARCHITECTURAL GLASS VISTACOOL PACIFICA + SOLARBAN 60 CLEAR BLACK ANODIZED STOREFRONT
- ACM-1 ALUCOBOND SILVER METALLIC

NOTES:
1. ALL ROOFTOP MECH. EQUIPMENT SHALL BE SCREENED FROM VIEW

This page intentionally left blank.

Conceptual Landscape Plan



CONCEPT PLANT SCHEDULE

FOUNDATION PLANTING / HEDGE SCREEN - MED WATER - 5 GAL
LIGUSTRUM TEXANUM / TEXAS PRIVET
NANDINA DOMESTICA / HEAVENLY BAMBOO
PODOCARPUS GRACILIOR `COLUMN` / FERN PINE
RHAPHIOLEPIS INDICA `JACK EVANS` / INDIAN HAWTHORN
XYLOSMA CONGESTUM / SHINY XYLOSMA

LARGE SCALE PERIMETER SHRUBS - LOW WATER - 5 GAL.
CALLISTEMON CITRINUS / LEMON BOTTLEBRUSH SHRUB
DODONAEA VISCOSA `PURPUREA` / PURPLE LEAFED HOPSEED BUSH
ELEAGNUS PUNGENS / SILVERBERRY

SMALL SCALE FOUNDATION PLANTING - LOW WATER - 5 GAL
BOUGAINVILLEA X 'ROSENKA' / ROSENKA BOUGAINVILLEA
CALLISTEMON CITRINUS `LITTLE JOHN` / DWARF BOTTLE BRUSH
OLEA EUROPAEA `LITTLE OLLIE` TM / LITTLE OLLIE OLIVE
WESTRINGIA FRUTICOSA / COAST ROSEMARY - SPACE 4' O.C.

SMALLER ACCENT SHRUBS - 5 GAL - LOW WATER
AGAVE DESMETTIANA `VARIEGATA` / VARIEGATED AGAVE
AGAVE X 'BLUE FLAME' / BLUE FLAME AGAVE
AGAVE X 'BLUE GLOW' / BLUE GLOW AGAVE
ALOE STRIATA / CORAL ALOE
BOUGAINVILLEA X `ROSENKA` / ROSENKA BOUGAINVILLEA
CALLISTEMON CITRINUS `LITTLE JOHN` / DWARF BOTTLE BRUSH
LANTANA X `NEW GOLD` / NEW GOLD LANTANA
SALVIA GREGGII `FURMANS RED` / FURMAN`S RED SALVIA

GROUND COVER PALETTE - LOW WATER USE
ACACIA REDOLENS `DESERT CARPET` TM / BANK CATCLAW
IVA HAYESIANA / SAN DIEGO POVERTY WEED
LANTANA MONTEVIDENSIS `NEW GOLD` / TRAILING LANTANA
MYOPORUM PARVIFOLIUM `PUTAH CREEK` / PUTAH CREEK MYOPORUM

TREE LEGEND

TREES	CODE	BOTANICAL / COMMON NAME	SIZE	WULCOLS	QTY
	CD	CERCIDIUM X `DESERT MUSEUM` / THORNLESS PALO VERDE	36"BOX	LOW	5
	CF	CERCIS CANADENSIS `FOREST PANSY` / FOREST PANSY EASTERN REDBUD	24"BOX	LOW	9
	OW	OLEA EUROPAEA `WILSONII` / WILSON OLIVE	36"BOX	LOW	6
	PG2	PODOCARPUS GRACILIOR / FERN PINE	24"BOX	MED	23
	CP	X CHITALPA TASHKENTENSIS 'PINK DAWN' / PINK DAWN CHITALPA	24"BOX	LOW	36

NORTH

Carmenita Road Warehouse Project
City of Norwalk

Figure 3-3

This page intentionally left blank.

4. ENVIRONMENTAL CHECKLIST

This section includes the completed environmental checklist form pursuant to CEQA Guidelines Appendix G. The checklist form is used to assist in evaluating the potential environmental impacts of the proposed Project. The checklist form identifies potential Project effects as follows: (1) Potentially Significant Impact; (2) Less Than Significant with Mitigation Incorporated; (3) Less Than Significant Impact; and (4) No Impact. Substantiation and clarification for each checklist response is provided in Section 5, *Environmental Analysis*. Included in the discussion for each topic are standard condition/regulations and mitigation measures, if necessary, that are recommended for implementation as part of the proposed Project.

4.1. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (☒) would be potentially affected by this Project, involving at least one impact that is "Less Than Significant Impact with Mitigation Incorporated" as indicated by the checklist on the following pages.

Environmental Factors Potentially Affected

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

4.2. DETERMINATION

(To be completed by the Lead Agency) on the basis of this initial evaluation:

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

Signature	Date
	City of Norwalk
Printed Name	For

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross-referenced).

5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(d). In this case, a brief discussion should identify the following:

   (a) Earlier Analysis Used. Identify and state where they are available for review.

   (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   (c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

This page intentionally left blank.

5. ENVIRONMENTAL ANALYSIS

5.1. AESTHETICS

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

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

No Impact. Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting. A scenic vista can be impacted in two ways: a development project can have visual impacts by either directly diminishing the scenic quality of the vista or by blocking the view corridors or "vista" of the scenic resource. Important factors in determining whether the Project would block scenic vistas include the Project's proposed height, mass, and location relative to surrounding land uses and travel corridors.

The City of Norwalk does not have any designated scenic vistas or views (City of Norwalk, 1995). The Project site is within an urbanized and developed area of the City. In addition, the Project site is not directly adjacent to any roadways and the building would not impact any long-distance public views from surrounding roadways. The site is surrounded by industrial uses on all sides, with buildings ranging between 24 feet and 40 feet in height. The Project would demolish the existing buildings onsite, which are approximately 31 feet tall, and construct a new industrial warehouse building that would be similar to the characteristics of the surrounding industrial area and 45 feet in height. Therefore, implementation of the Project would not result in any impact to a scenic vista.

b) Substantially damage scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The nearest Officially Designated State Scenic Highway is a portion of State Route (SR-91), which is located approximately 14.7 miles southeast of the Project site and is not visible from the site. Additionally, a portion of State Route 57 (SR-57), located 9.2 miles northeast of the site, and State Route 1 (SR-1), located 9.2 miles southwest of the Project site, are designated as eligible highways. Neither of these highways have viewpoints of the Project site. Therefore, no impacts to scenic resources within a state scenic highway would occur.

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?

Less than Significant Impact. The Project site is located within an urbanized area of the City, surrounded by industrial uses. The proposed Project would redevelop the site and construct a new industrial warehouse building with related improvements that would be consistent with the General Plan and zoning designation. The Project would meet site design requirements including but not limited to setbacks, building height, parking, and landscaping as shown in Table 5.1-1 below. The Project would incorporate landscaping and design standards that comply with the City's Municipal Code and would thus comply with the City's General Plan. The Project's compliance with building code requirements would be verified during the City's plan check and permitting process. As a result, the industrial warehouse building would not conflict with applicable zoning and other regulations governing scenic quality and impacts related to scenic quality within the urbanized environment would be less than significant.

Table 5.1-1:Consistency with Development Standards

Development Feature	M2 Zoning Requirement	Proposed Project Consistency
Maximum FAR	N/A	**Consistent.** The proposed Project would have a FAR of 0.45.
Building Height	75 feet	**Consistent.** The proposed Project would be a maximum of 45 feet in height at the parapet.
Front Yard Setback	N/A	**Consistent.** The Project would provide a 125.3-foot-wide front yard setback from the southern property line.
Side Yard Setback	N/A	**Consistent.** The Project would abut the existing property line to the west.
Rear Yard	N/A	**Consistent.** The Project would provide a 40-foot-wide side yard setback from the northern property line.
Parking	Office: 1 stall/1000 SF if <20% of GFA Warehouse: 1 stall/1000 SF of GFA Total Required: 145	**Consistent.** The proposed Project would provide 141 passenger vehicle parking stalls.
Landscaping	25 SF per parking space Total Required: 3,750 SF	**Consistent.** The proposed Project would provide 25,000 SF of landscaping.

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

Less than Significant Impact. The Project site is in a developed urban area surrounded by industrial uses. Existing sources of light in the vicinity of the Project site include streetlights, parking lot lighting, building illumination, security lighting, and lighting from building interiors that pass through windows.

Construction

Although construction activities would occur primarily during daylight hours, construction activities could extend into the evening hours, as permitted by the City's Municipal Code Section 9.04.140 (permitted construction activities from 7:00 a.m. to 6:00 p.m. or sunset, whichever is later). In addition, construction may include nighttime security lighting; however, this would be similar to the existing security lighting on the site, adjacent sites, and streetlights. Also, any construction-related lighting would be temporary. Therefore, construction of the Project would not create a new source of substantial light that would adversely affect day or nighttime views in the area, and light impacts associated with construction would be less than significant.

Operation

The Project would include the provision of nighttime lighting for security purposes around the building and in the parking areas. Implementation of the Project could contribute additional sources to the overall ambient nighttime lighting conditions, both interior and exterior. However, the Project site is currently developed and emanates light from the existing buildings and parking areas, and the site is located within an urban area that includes various sources of nighttime lighting. The existing use currently operates 24 hours per day, so implementation of the proposed Project, which would also operate 24 hours per day, would not differ from the current usage. Additionally, all outdoor lighting would be hooded or appropriately angled away from adjacent land uses and would comply with California Building Code requirements that provide for directing lighting away from adjacent uses and intensity of security lighting. Because the Project area is within an already developed area with various sources of existing nighttime lighting, and because the Project would be required to comply with the City's lighting regulations that would be verified by the City during the plan check and permitting process, any increase in lighting that would be generated by the Project would not adversely affect day or nighttime views in the area. Overall, lighting impacts would be less than significant.

Reflective light (glare) can be caused by sunlight or artificial light reflecting from finished surfaces such as window glass or other reflective materials. Generally, darker or mirrored glass would have a higher visible light reflectance than clear glass. Buildings constructed of highly reflective materials from which the sun reflects at a low angle can cause adverse glare. Although the building would contain windows, the windows would be comprised of blue reflective glazing, which reduces glare over other transparent surfaces and the windows would be separated by stucco that would limit the potential of glare. Additionally, the building is surrounded by existing development and is not adjacent to any roadways with the potential for vehicles to experience glare. As described previously, onsite lighting would be angled down, which would avoid the potential of onsite lighting generating offsite glare. Therefore, the Project would not generate substantial sources of glare, and impacts would be less than significant.

Existing Plans, Programs, or Policies

No existing plans, programs or policies.

Mitigation Measures

No mitigation measures related to aesthetics are required.

Sources

California Department of Transportation (Caltrans). (N.D.) *California State Scenic Highway System Map.* Retrieved February 2022 from https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa

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

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, 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. The Project site is developed and located in an area that is fully developed with urban uses. The Project site and its vicinity are void of agricultural uses. The California Department of Conservation Farmland Mapping and Monitoring Program identifies the site as Urban and Built-Up Land and it is not identified as Prime, Unique, or Farmland of Statewide Importance (California Department of Conservation, 2022). Therefore, conversion of such farmland designations would not occur from implementation of the proposed Project. No impact would occur.

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

No Impact. The Project site is zoned Heavy Manufacturing (M2), which does not provide for agricultural uses. In addition, there is no agricultural zoning designation nor are there Williamson Act contracts within the City of Norwalk. Thus, the proposed Project would not result in impacts related to conflict with an existing agricultural zone or Williamson contract.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The Project site is currently developed with two industrial structures and is within an urbanized and developed area. No forest land exists on or adjacent to the Project site. The Project site is currently zoned Heavy Manufacturing (M2) and is not zoned for forest land or timberland uses. Thus, the proposed Project would not result in impacts related to a conflict with existing forest land or timberland zoning.

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

No Impact. The Project site is currently developed with an industrial use and is within an urbanized and developed area. No forest land exists on or adjacent to the Project site. Thus, the Project would not result in the loss of forest land or conversion of forest land to a non-forest use, and impacts would not 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. As described above, the Project site is currently developed with an industrial use and is within an urbanized and developed area. No agricultural uses or forest land exists on or adjacent to the site. Therefore, the implementation of the proposed Project would not involve other changes in the existing environment which would result in the conversion of farmland to a non-agricultural use or the conversion of forest land to a non-forest use. Therefore, no impacts would occur.

Existing Plans, Programs, or Policies

There are no impacts reducing Plans, Programs, and Policies related to agriculture and forestry that are applicable to the Project.

Mitigation Measure

No mitigation measures related to agriculture and forestry are required.

Sources

California Department of Conservation. (2022). *California Important Farmland Finder*. Accessed February 27, 2024, Retrieved at https://maps.conservation.ca.gov/DLRP/CIFF/

5.3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) affecting a substantial number of people?	☐	☐	☒	☐

The discussion below is based on the Air Quality, Energy, and Greenhouse Gas Impact Analysis (EPD 2024) included as Appendix A and the Health Risk Assessment (EPD 2024) includes as Appendix B.

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

Less than Significant Impact. The Project site is located in the South Coast Air Basin (Basin), which is within the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements based on growth forecasts projected by the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2022 AQMP details goals, policies, and programs for improving air quality in the Basin. In preparation of the AQMP, SCAQMD and SCAG use land use designations contained in General Plan documents to forecast, inventory, and allocate regional emissions from land use and development-related sources.

For purposes of analyzing consistency with the AQMP, if a proposed project would have a development density and vehicle trip generation that is substantially greater than what was anticipated in the General Plan, then the proposed project would conflict with the AQMP. On the other hand, if a project's density is consistent with the General Plan, its emissions would be consistent with the growth assumptions in the AQMP, and the project would not conflict with SCAQMD's attainment plans. In addition, the SCAQMD considers projects consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

As detailed below in Table 5.3-3 thorough Table 5.3-10, the proposed Project would not result in exceedance of local or regional significance thresholds. The Project site is designated as Heavy Industrial in the City's General Plan, which allows for a broad range of large-scale manufacturing, assembly, and fabrication activities. The proposed Project would develop the site with a 138,972 SF industrial warehouse building, which would be under the allowable FAR. Furthermore, the Project site is currently developed with approximately 89,870 SF of industrial uses; therefore, the Project would result in limited employment growth over existing onsite conditions. As such, the Project is within the forecasted employment growth within the City of Norwalk, as analyzed by the SCAG RTP/SCS and 2022 AQMP.

As detailed below in Table 5.3-3 through Table 5.3-10, the proposed Project would not result in exceedance of local or regional significance thresholds. As shown, emissions generated by construction and operation of the Project would not exceed thresholds as described in the analysis below, which are based on the AQMP and are designed to bring the Basin into attainment for the criteria pollutants for which it is in nonattainment. Therefore, because the Project does not exceed any of the thresholds it would not conflict with SCAQMD's goal of bringing the Basin into attainment for all criteria pollutants and, as such, is consistent with the AQMP. As a result, impacts related to conflict with the AQMP from the Project would be less than significant.

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?

Less than Significant Impact. The Basin is in a non-attainment status for federal ozone standards, federal carbon monoxide standards, and state and federal particulate matter standards. Any development in the Basin, including the proposed Project, could cumulatively contribute to these pollutant exceedances. The methodologies from the SCAQMD CEQA Air Quality Handbook are used in evaluating Project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in Table 5.3-1. Should construction or operation of the proposed Project exceed these thresholds, a significant impact could occur; however, if estimated emissions are less than the thresholds, impacts would be considered less than significant.

Table 5.3-1: SCAQMD Regional Daily Emissions Thresholds

Air Pollutant	Maximum Daily Emissions (pounds/day)	
	Construction	Operation
ROGs	75	55
NOx	100	55
CO	550	550
SO_2	150	150
PM_{10}	150	150
$PM_{2.5}$	55	55

Source: Air Quality, Energy, Greenhouse Gas Impact Analysis (Appendix A)

Construction

Construction activities associated with the proposed Project would generate pollutant emissions from the following construction activities: demolition, site preparation, grading, building construction, paving, and architectural coating. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring. Construction activities would generate emissions from the demolition of 89,870 SF of existing structures. In addition, the analysis assumes a net soil import of 29,211 cubic yards and a need for construction worker vehicle trips to and from the Project site during the estimated 14 months of construction.

Construction-related effects on air quality from the proposed Project would be greatest during the site preparation phase due to the disturbance of soils. It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM_{10}, and $PM_{2.5}$ emissions from construction activities. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the proposed site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12 inches, and maintaining effective cover over

exposed areas. Compliance with Rule 403 was accounted for in the construction emissions modeling and is included as PPP AQ-1.

This analysis utilized the California Emissions Estimator Model (CalEEMod) to forecast the Project's impact. As shown in Table 5.3-2, CalEEMod results show that construction emissions generated by the proposed Project would not exceed SCAQMD regional thresholds. Therefore, construction activities would result in a less than significant impact.

Table 5.3-2: Regional Construction Emission Estimates (lbs/day)

Construction Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
2025						
Demolition	2.7	39.9	27.8	0.1	10.8	3.0
Site Prep	4.1	37.5	33.5	0.1	7.8	4.5
Grading	2.5	36.8	26.6	0.1	7.2	3.1
Building Construction	1.4	11.7	17.4	0.0	1.5	0.7
Maximum Daily Emissions	4.1	39.9	33.5	0.1	10.8	4.5
2026						
Building Construction	2.6	22.5	32.5	0.1	1.8	1.0
Paving	1.3	7.2	10.9	0.0	0.5	0.3
Architectural Coating	69.6	1.1	1.5	0.0	0.0	0.0
Maximum Daily Emissions	69.6	22.5	32.5	0.1	1.8	1.0
Maximum Daily Emission 2024-2025	**69.6**	**39.9**	**33.5**	**0.1**	**10.8**	**4.5**
SCAQMD Significance Thresholds	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix A)

Operation

Implementation of the proposed Project would result in long-term air pollutant emission impacts associated with mobile sources, natural gas, architectural coatings, and landscape maintenance equipment.

PM_{10} (coarse particles 10 microns or less in diameter) emissions can result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways. Entrainment of PM_{10} occurs when vehicles pulverize small rocks and pavement and the vehicle brakes generate airborne dust. The contribution of tire and brake wear is small compared to the other PM emission processes. Gasoline-powered engines have small rates of particulate matter emissions compared with diesel-powered vehicles.

Energy source emissions result from activities in buildings for which electricity and natural gas are used. The quantity of emissions is the product of usage intensity and the emission factor of the fuel source. Major sources of energy demand for the proposed Project could include building mechanical systems, such as heating and air conditioning.

Typically, area source emissions consist of direct sources of air emissions located at the Project site, including architectural coatings, consumer products, and the use of landscape maintenance equipment.

Long-term operational emissions associated with the proposed Project were calculated using CalEEMod and are shown in Table 5.3-3 below. As shown, the proposed Project would result in long-term regional emissions of criteria pollutants that would be below the SCAQMD's applicable thresholds and thus would not have a significant effect on regional air quality. Therefore, operation of the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project is nonattainment under an applicable federal or State ambient air quality standard and impacts would be less than significant.

Table 5.3-3: Regional Operational Emissions

Operational Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NOx	CO	SOx	PM10	PM2.5
Mobile	1.2	10.3	15.5	0.1	5.1	1.4
Area	4.5	0.1	6.3	0.0	0.0	0.0
Energy	0.1	1.0	0.8	0.0	0.1	0.1
Off-Road	0.0	12.4	123.3	0.0	0.0	0.0
Stationary	0.4	1.1	1.0	0.0	0.1	0.1
Total Project Operational Emissions	**6.1**	**24.8**	**146.9**	**0.1**	**5.2**	**1.6**
Existing Use Operational Emissions	6.1	5.1	14.2	0.0	2.1	0.6
Net New Emissions	0.0	19.7	132.7	0.1	3.2	0.9
SCAQMD Significance Thresholds	*55*	*55*	*550*	150	150	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix A)

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact with Mitigation Incorporated.

The SCAQMD recommends the evaluation of localized NO_2, CO, PM_{10}, and $PM_{2.5}$ construction-related impacts to sensitive receptors in the immediate vicinity of the Project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. The impacts were analyzed pursuant to the SCAQMD's Final Localized Significance Threshold Methodology. SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NOx, CO, PM_{10}, and $PM_{2.5}$ pollutants for each of the 38 source receptor areas (SRAs) in the Basin. The Project site is located in SRA 5, Southeast Los Angeles County.

Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and athletic facilities can also be considered sensitive receptors. The nearest sensitive receptors to the Project site are residential homes located approximately 980 feet from the site to the north of the Project boundary.

Construction

Construction of the proposed Project has the potential to expose surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants. The Project was modeled assuming the implementation of SCAQMD Rule 403 (included as PPP AQ-1) dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Additionally, the Project contractors would be required

to implement all required SCAQMD regulations such as Rule 1113 (included as PPP AQ-2). Even though the Project's construction would not exceed any of the emissions thresholds as shown in Table 5.3-3 above, compliance with Rule 403 dust suppression techniques can further reduce the fugitive dust generation. As shown in Table 5.3-4, Project construction-source emissions would not exceed SCAQMD LSTs, and impacts would be less than significant.

Table 5.3-4: Localized Construction Emission Estimates

Construction Activity	Maximum Daily Regional Emissions (pounds/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
2025				
Demolition	22.2	19.9	6.6	1.7
Site Prep	37.5	32.4	7.6	4.5
Grading	20.6	19.6	3.4	2.0
Building Construction	11.3	14.1	0.5	0.4
Maximum Daily Emissions	37.5	32.4	7.6	4.5
2026				
Building Construction	21.3	28.1	0.8	0.8
Paving	7.1	9.9	0.3	0.3
Architectural Coating	1.1	1.5	0.0	0.0
Maximum Daily Emissions	21.3	28.1	0.8	0.8
Maximum Daily Emission 2025-2026	**37.5**	**32.4**	**7.6**	**4.5**
SCAQMD Significance Thresholds	188	4966	116	52
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix A)

Construction Health Risk Assessment

To determine the potential health risk to people living and working near the proposed Project associated with the exhaust of diesel-powered trucks and equipment, a construction HRA was conducted for the Project. The carcinogenic and chronic health risks from the construction of the proposed Project are shown in Table 5.3-5 below. The residential risk incorporates both the risk for a child living in a nearby residence for 9 years, which is the standard period of time for child risk, and an adult living in a nearby residence for 30 years, which is a conservative period of time for an individual to live in any one residence. In this case, the nearest residences are located approximately 980 feet to the north of the Project boundary.

Table 5.3-5: Summary of Proposed Project Construction Health Risk without Mitigation

Receptor	Cancer Risk (per million)		Exceeds Significance Threshold?
	Maximum Lifetime Proposed Project Risk	Significance Threshold	
Maximum Impacted Sensitive Receptor – Infant to Adult (30 years)	13.46	10	Yes
Maximum Impacted Sensitive Receptor – Child	13.46	10	Yes
Maximum Impacted Sensitive Receptor – Adult	0.31	10	No

Maximum Impacted Worker Receptor	7.74	10	No
Receptor	**Chronic Non-Cancer Hazard Index**		**Exceeds Significance Threshold?**
	Maximum Lifetime Proposed Project Risk	**Significance Threshold**	
Maximum Impacted Sensitive Receptor – Infant to Adult (30 years)	0.02	1.0	No
Maximum Impacted Sensitive Receptor – Child	0.02	1.0	No
Maximum Impacted Sensitive Receptor – Adult	0.02	1.0	No
Maximum Impacted Worker Receptor	0.55	1.0	No

Source: Health Risk Assessment (Appendix B)

As shown in Table 5.3-5 above, the maximum cancer risk for the closest sensitive receptor would be 13.46 in one million, slightly greater than the threshold of 10 in one million. The worker receptor risk would be lower at 7.74 in one million. The total chronic hazard index would be 0.02 for the nearest sensitive receptor and 0.55 for the nearest worker receptor, which are both below the threshold of 1.0. Therefore, health risk levels to nearby residents from construction related emissions would be above the SCAQMD's health risk thresholds prior to mitigation.

Table 5.3-6: Summary of Proposed Project Construction Cancer Risk with Mitigation

Receptor	**Cancer Risk (per million)**		**Exceeds Significance Threshold?**
	Maximum Lifetime Proposed Project Risk	**Significance Threshold**	
Maximum Impacted Sensitive Receptor – Infant to Adult (30 years)	1.38	10	No
Maximum Impacted Sensitive Receptor – Child	1.38	10	No
Maximum Impacted Sensitive Receptor – 70 Years	0.80	10	No

Source: Health Risk Assessment (Appendix B)

As such, the Project would implement Mitigation Measure AQ-1, which requires Tier 4 construction equipment. As shown in Table 5.3-6 above, the maximum cancer risk with the incorporation of Mitigation Measure AQ-1 for the closest sensitive receptor would be 1.38 in one million, significantly lower than the threshold of 10 in one million. Therefore, health risk levels to nearby sensitive receptors from construction related emissions would be below the SCAQMD's health risk thresholds and impacts would be less than significant with incorporation of Mitigation Measure AQ-1.

Operation

Operation of the proposed Project has the potential to expose surrounding sensitive receptors to airborne particulates. The Project would be required to implement all required SCAQMD regulations (included as PPP AQ-3). As shown in Table 5.3-7, Project operation-source emissions would not exceed SCAQMD LSTs, and impacts would be less than significant.

Table 5.3-7: Localized Operational Emission Estimates

Operational Activity	Maximum Daily Regional Emissions (pounds/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Mobile	1.5	3.4	0.2	0.1
Area	0.05	6.30	0.01	0.01
Energy	1.0	0.8	0.1	0.1
Off Road	12.4	123.3	0.0	0.0
Stationary	1.1	1.0	0.1	0.1
Total	**16.0**	**134.8**	**0.3**	**0.2**
SCAQMD Significance Thresholds	211	5682	32	14
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix A)

CO Hot Spots

The Project would not result in significant impacts from regional or localized construction or operational carbon monoxide (CO) emissions. Additionally, the Project is not anticipated to generate CO emissions that would lead to significant concentrations of CO, or "hot spots". A hot spot is an adverse concentration of CO occurring when there is a notable exceedance of the state's 1-hour standards, 20 ppm (parts per million) or the state's 8-hr standards, 9.0 ppm. CO hot spots are known to occur by vehicular fuel combustion, usually caused by idling within traffic congestion, and thus its effects are found to be exacerbated within urban areas.

A study in 2003 was conducted by the SCAQMD analyzing four major roadway intersections in Los Angeles County. This CO hot spot study did not predict any exceedance of the state's 1-Hour or 8-Hour CO concentration standards, as seen in Table 5.3-8 below.

Table 5.3-8: 2003 SCAQMD Hot Spot Study CO Concentrations

Intersection Location	CO Concentrations (ppm)		
	Morning 1-Hour	Afternoon 1-Hour	8-Hour
Wilshire Boulevard & Veteran Avenue	4.6	3.5	3.7
Sunset Boulevard & Highland Avenue	4.0	4.5	3.5
La Cienega Boulevard & Century Boulevard	3.7	3.1	5.2
Long Beach Boulevard & Imperial Highway	3.0	3.1	8.4
California Ambient Air Quality Standard	**20**	**20**	**9.0**
Threshold Exceeded?	**No**	**No**	**No**

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix A)

The study specifically analyzed intersections that were significantly congested with a high volume of idling vehicles. The traffic intensity anticipated at the Project's utilized intersections would be significantly lower, resulting in lower CO concentrations than in the 2003 study. Additionally, with the turnover of older vehicles, the introduction of cleaner fuels, and the implementation of increasingly efficient emissions control technologies and strategies, vehicles utilized during the construction and operation of the Project would emit less CO than vehicles analyzed in the 2003 study. As the results from the hot spot study did not exceed state standards, the Project would be presumed to result in substantially less CO concentrations, and thus have a less than significant impact concerning CO Hot Spots.

Operational Health Risk Assessment

To determine the potential health risk to people living and working near the proposed Project associated with the exhaust of diesel-powered trucks and equipment, an operational HRA was conducted for the Project. The carcinogenic and chronic health risks from the proposed Project are shown in Table 5.3-9 below. The residential risk incorporates both the risk for a child living in a nearby residence for 9 years, which is the standard period of time for child risk, and an adult living in a nearby residence for 30 years, which is a conservative period of time for an individual to live in any one residence.

Table 5.3-9: Summary of Proposed Project Operational Health Risk

Receptor	Cancer Risk (per million)		Exceeds Significance Threshold?
	Maximum Lifetime Proposed Project Risk	Significance Threshold	
Maximum Impacted Sensitive Receptor – Infant to Adult (30 years)	7.23	10	No
Maximum Impacted Sensitive Receptor – Child	5.16	10	No
Maximum Impacted Sensitive Receptor – Adult	0.93	10	No
Maximum Impacted Worker Receptor	3.30	10	No
Receptor	**Chronic Non-Cancer Hazard Index**		**Exceeds Significance Threshold?**
	Maximum Lifetime Proposed Project Risk	**Significance Threshold**	
Maximum Impacted Sensitive Receptor – Infant to Adult (30 years)	<0.01	1.0	No
Maximum Impacted Sensitive Receptor – Child	<0.01	1.0	No
Maximum Impacted Sensitive Receptor – Adult	<0.01	1.0	No
Maximum Impacted Worker Receptor	0.01	1.0	No

Source: Health Risk Assessment (Appendix B)

As shown in Table 5.3-9 above, the maximum cancer risk for the closest sensitive receptor would be 7.23 in one million, less than the threshold of 10 in one million. The worker receptor risk would be lower at 3.30 in one million. The total chronic hazard index would be less than 0.01 for the nearest sensitive receptor and 0.01 for the nearest worker receptor, which are both below the threshold of 1.0. Therefore, all health risk levels to nearby residents from operation related emissions would be well below the SCAQMD's HRA thresholds and no significant health risk would occur from Project operational emissions.

Combined Health Risk Assessment

As shown in Table 5.3-10, below, the combined unmitigated construction and operational health risk at the nearest sensitive receptor would be 19.01 in one million, exceeding the 10 in one million health risk threshold. However, as shown in Table 5.3-11, incorporation of Mitigation Measure AQ-1 would reduce the health risk at the sensitive receptor to 4.75 in a million, which is less than the 10 in one million SCAQMD threshold. Therefore, with incorporation of Mitigation Measure AQ-1, combined construction and operational health risk impacts would be less than significant.

Table 5.3-10: Unmitigated Combined Construction and Operational Health Risk

Receptor	Cancer Risk (per million)		Exceeds Significance Threshold?
	Maximum Lifetime Proposed Project Risk	Significance Threshold	
Maximum Impacted Sensitive Receptor – Infant to Adult (30 years)	19.01	10	Yes
Maximum Impacted Worker Receptor	4.75	10	No

Source: Health Risk Assessment (Appendix B)

Table 5.3-11: Mitigated Combined Construction and Operational Health Risk

Receptor	Cancer Risk (per million)		Exceeds Significance Threshold?
	Maximum Lifetime Proposed Project Risk	Significance Threshold	
Maximum Impacted Sensitive Receptor – Infant to Adult (30 years)	5.74	10	No

Source: Health Risk Assessment (Appendix B)

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

Less Than Significant Impact. The proposed Project would not generate other emissions beyond those described previously. Also, typical land uses generally associated with odor complaints include agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities.

The Project site has a zoning designation of M2 (Heavy Manufacturing), which does not allow land uses typically associated with emitting objectionable odors. During Project construction, some odors may be present due to diesel exhaust. However, these odors would only be temporary and limited to the construction period. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed Project would not include any activities or operations that would generate objectionable odors and once operational, the Project would not be a source of odors. The proposed Project would also be required to comply with SCAQMD Rule 402 (included as PPP AQ-3) to prevent odor nuisances on sensitive land uses. Based on the potential future use of the site as various limited manufacturing businesses, and with compliance with SCAQMD Rule 402, impacts related to odors would be less than significant.

Existing Plans, Programs, or Policies

PPP AQ-1: Rule 403. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less.

PPP AQ-2: Rule 1113. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only "Low-Volatile Organic Compounds" paints (no more than 50 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications shall be used.

PPP AQ-3: Rule 402. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The Project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Mitigation Measures

Mitigation Measure AQ-1: Tier 4 Equipment. The proposed Project shall utilize Tier 4 Final or superior equipment for engines exceeding 50 horsepower (hp). If construction equipment cannot meet Tier 4 Final engine certification standards, the Project representative or contractor must provide a future study with written findings, backed by substantial evidence, for approval by the City of Norwalk before resorting to alternative technologies or strategies. Potential alternative strategies may encompass the use of Tier 4 Interim equipment, reducing the number and/or horsepower rating of construction equipment, or limiting simultaneous equipment operation. All equipment must undergo tuning and adhere to the manufacturer's recommended maintenance schedule and specifications. Maintenance records for each piece of equipment, along with those of their contractors, shall be made available for inspection and kept on-site for at least two years following construction completion.

Sources

EPD Solutions. (2024) Air Quality, Energy and Greenhouse Gas Impact Analysis. (Appendix A).

EPD Solutions. (2024). Health Risk Assessment (Appendix B).

5.4. BIOLOGICAL RESOURCES

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

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No impact. The Project site is currently developed with two industrial warehouse buildings. The Project site is entirely paved, and no landscaping is present. Thus, no suitable habitat exists for a candidate, sensitive, or special status species. In addition, there are no special status species listed by the federal or state governments as endangered, threatened, rare, or candidate for listing in the City of Norwalk (City of Nowalk, 2022). Therefore, implementation of the Project would not result in an adverse effect, either directly or through habitat modifications, on any sensitive species and no impact would occur.

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

No Impact. Riparian habitats occur along the banks of rivers, streams, or wetland areas. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies or are known to provide habitat for sensitive animal or plant species. As described in the previous response, the Project site is within a fully developed urban area, and does not contain any natural habitats, including riparian habitat or sensitive natural community. Additionally, the Project site is bound by developed areas that include buildings, pavement, roadways, and small areas of ornamental landscaping that do not contain sensitive natural habitat areas. Thus, no impacts related to riparian habitat or other sensitive natural communities identified in local or regional plans would result from Project implementation.

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 and adjacent areas are located within a developed urban area and do not contain natural wetlands. Therefore, the Project would not result in impacts to wetlands.

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?

No Impact. Wildlife corridors are areas where wildlife movement is concentrated due to natural or anthropogenic constraints and corridors provide access to resources such as food, water, and shelter. Animals use these corridors to move between different habitats and provide avenues for wildlife dispersal, migration, and contact between other populations. The Project site does not support conditions of migratory wildlife corridors or linkages, as it is completely developed and surrounded by roadways and industrial uses. The surrounding area is developed, urban and does not provide functions for wildlife movement. There are no rivers, creeks, or open drainages near the site that could function as a wildlife corridor. In addition, the Project site does not contain nor is it adjacent to any trees that could be used for bird nesting. Thus, implantation of the Project would not result in impacts related to wildlife movement or wildlife corridors.

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

No Impact. There are no local biological-related policies or ordinances, such as a tree preservation policy or ordinance that are applicable to the Project, since the site is fully developed and devoid of trees or landscaping. Therefore, implementation of the Project would not conflict with local polices or ordinances protecting trees and no impact would occur.

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. The City of Norwalk does not contain any natural lands that are subject to an adopted Habitat Conservation Plan or Natural Community Conservation Plan (SCAG, 2022). As previously described, the Project site is in a fully developed and urban area. The Project site is devoid of any landscaping or trees; therefore, development of the Project would not conflict with other approved local, regional, or state habitat conservation plans. The Project would not result in impacts to biological habitat plans.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to biological resources that are applicable to the Project.

Mitigation Measures

No mitigation measures related to biological resources are required.

Sources

City of Norwalk. (2022). *Habitat Conservation Plan or Natural Community Conservation Plan (SCAG)*. From https://scag.ca.gov/sites/main/files/file-attachments/p0222-norwalk.pdf?1655313632

5.5. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

This discussion is based on the Cultural Resources Study (BFSA, 2024) included as Appendix E, Historic Resource Assessment (JM Research and Consulting, 2024) included as Appendix C and a Geotechnical Investigation (Sladden Engineering Inc., 2019) included as Appendix D.

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less than Significant Impact. According to the *State CEQA Guidelines*, a historical resource is defined as something that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources (CRHR); (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by the project's Lead Agency.

The CRHR defines a "historical resource" as a resource that meets one or more of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns or local or regional history of the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Construction of the two existing buildings on the Project site was completed in 1972 and 1973. Thus, the buildings onsite were constructed more than 50 years ago. As such, a Historic Resources Assessment was conducted by JM Research and Consulting in order to evaluate the buildings' integrity as a potential historical resource (included as Appendix C).

As discussed in the Historic Resources Assessment, between 1968 and 1974, the existing onsite buildings were constructed by architect and civil engineer Serge Michael Papayans. The design limitations of Serge Michael Papayans are evident as the two warehouse buildings do not possess high artistic value to meet the state or national threshold for eligibility. Although the buildings were constructed over 50 years ago, the City does not have a local preservation ordinance or criteria with which to establish local designation eligibility, and the local value of the property does not rise to the threshold of significance to support strong association with events that have made a significant contribution to the broad patterns of national or state

history or with significant persons in the past. Therefore, the structures have been found ineligible under National Historic Preservation Act (NHPA) Criterion A and B and CCRHR Criterion 1 and 2.

The existing buildings onsite consist of two industrial warehouse buildings along with the associated hardscape and landscaping, and it is currently being utilized as a storage yard for large vehicles. The buildings were constructed between 1968 and 1974. The two large warehouse buildings are of common design and construction and do not embody the distinctive characteristics of a type, period, or represent the work of a master, or possess high artistic value. Therefore, the structures are ineligible under NHPA Criteria C and CRHR Criteria 3.

The results of the research under the Historical Resources Assessment did not yield or predict the likelihood of the previously graded and disturbed property to yield information important in history or prehistory and therefore is ineligible under NRHP Criteria D and CRHR Criteria 4.

While among other commercial and industrial property, the geographic distance of similar historic properties and extent of modern development in the area suggests no potential for the property to contribute to a collective resource. Therefore, the buildings are not eligible for listing as a historical resource under the NRHP or CRHR, and the potential for local designation does not exist at this time. Therefore, the onsite buildings do not qualify as a historical resource under CEQA Guidelines Section 15064.5 and impacts would be less than significant.

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

Less than Significant Impact with Mitigation Incorporated. The Project site has been disturbed from previous development and industrial uses. Demolition of the existing structures and associated improvements would disturb the upper three to five feet of soil. Additionally, the artificial fill and native low density near surface soil would be removed to competent native soil or to a minimum depth of at least three feet below the bottom of the footings, whichever is greater (Sladden Engineering, 2019). As part of the Cultural Resources Assessment, an archaeological records search was conducted through the South Central Coastal Information Center (SCCIC) at Cal State University, Fullerton (CSU Fullerton). The results of the records search did not identify any resources within the Project site; however, 29 previously recorded resources were identified within one-half mile of the Project boundaries. The resources identified within one mile of the Project site are all historic and primarily built environment resources.

Further, a field survey of the Project site was conducted on January 19, 2024, and did not identify the presence of any historic or prehistoric cultural resources as defined by CEQA. Given the current development of the Project site, the potential for intact subsurface archaeological resources is low. However, due to restricted visibility during the archaeological survey, Mitigation Measure CUL-1 is included to require archaeological evaluation in the event a resource is inadvertently discovered. With implementation of Mitigation Measure CUL-1, impacts related to archeological resources onsite would be less than significant.

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

Less than Significant Impact. The Project site has been previously disturbed, as described above, and has not been previously used as a cemetery. It is not anticipated that implementation of the proposed Project would result in the disturbance of human remains. In addition, existing regulation under the California Health and Safety Code, included as PPP CUL-1, outlines the procedures to undertake if human remains are found on the Project site. Compliance with existing regulations would ensure impacts related to potential disturbance of human remains are less than significant.

Existing Plans, Programs, or Policies

PPP CUL-1: Human Remains. Should human remains be discovered during Project construction, the Project will be required to comply with State Health and Safety Code Section 7050.5, which states that no further

disturbance may occur within 50 feet of the discovery until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of notification by the NAHC.

Mitigation Measures

Mitigation Measure CUL-1: Inadvertent Discoveries. Prior to commencement of grading activities, the City of Norwalk Building & Safety Division shall verify that all Project grading and construction plans and specifications state that in the event that potential archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist from the City or County List of Qualified Archaeologist has evaluated the find to determine whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the California Public Resources Code. Any resources identified shall be treated in accordance with California Public Resources Code Section 21083.2(g). If the discovered resource(s) appears Native American in origin, a Native American Monitor shall be contacted to evaluate any potential tribal cultural resource(s) and shall have the opportunity to consult an appropriate treatment and curation of these resources.

Sources

BFSA Environmental Services. (2024). *Cultural Resources Study* (See Appendix E).

California Legislative Information. (1992) *California Public Resources Code Section 21084.1*. Retrieved at https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=21084.1.

Governor's Office of Planning and Research. (N.D.) *State CEQA Guidelines*, Section 15064.5(a).

JM Research and Consulting. (2024). *Memorandum Report*. (See Appendix C).

Sladden Engineering Inc. (2019). *Geotechnical Investigation*. (See Appendix D).

5.6. ENERGY

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

The discussion below is based on the Air Quality, Energy, and Greenhouse Gas Impact Analysis included as Appendix A.

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

Less Than Significant Impact.

Construction

Construction of the proposed Project would begin in the last quarter of 2025 and occur over 14 months. During the construction of the proposed Project would consume energy in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project site, construction worker travel to and from the Project site, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction activities related to the proposed self-storage development and the associated infrastructure are not expected to result in demand for fuel greater on a per-development basis than other development projects in Southern California. Table 5.6-1 details the construction fuel usage over the Project's construction period.

Table 5.6-1: Construction Equipment Fuel Usage

Activity	Equipment	Number	Hours per day	Horse-power	Load Factor	Days of Construction	Total Horsepower-hours	Fuel Rate (gal/hp-hr)	Fuel Use (gallons)
Demolition	Concrete/Industrial Saws	1	8	33	0.73	20	3854	0.042009925	162
	Excavator	3	8	36	0.38	20	6566	0.051215091	336
	Rub Tire	2	8	367	0.4	20	46976	0.047454783	2229
Site Preparation	Rubber Tire Dozers	3	8	367	0.4	10	35232	0.047454783	1672
	Crawler Tractors	4	8	87	0.43	10	11971	0.050488264	604
Grading	Graders	1	8	148	0.41	20	9709	0.051539291	500
	Excavators	1	8	36	0.38	20	2189	0.051215091	112
	Rubber Tire Dozers	1	8	367	0.4	20	23488	0.047454783	1115

Activity	Equipment	Number	Hours per day	Horse-power	Load Factor	Days of Construction	Total Horsepower-hours	Fuel Rate (gal/hp-hr)	Fuel Use (gallons)
	Crawler Tractors	3	8	87	0.43	20	17957	0.050488264	907
Building	Forklifts	3	8	82	0.2	210	82656	0.033776741	2792
	Generator Sets	1	8	14	0.74	210	17405	0.07797542	1357
	Cranes	1	8	367	0.29	210	178802	0.053012364	9479
	Welders	1	8	46	0.45	210	34776	0.031716817	1103
	Tractors/Loaders/Backhoes	3	8	84	0.37	210	156643	0.053120784	8321
Paving	Pavers	2	8	81	0.42	20	10886	0.051516537	561
	Paving Equipment	2	8	89	0.36	20	10253	0.051165335	525
	Rollers	2	8	36	0.38	20	4378	0.052591665	230
Architectural Coating	Air Compressors	1	8	37	0.48	20	2842	0.030007254	85
								Total	**32,090**

Source: Air Quality, Energy, and Greenhouse Gas Impact Analysis (Appendix A).

Table 5.6-2 shows that construction workers would use approximately 9,936 gallons of gasoline fuel to travel to and from the Project site. Haul trucks would use 11,959 gallons of diesel and vendor trucks would use 17,709 gallons of diesel fuel traveling to and from the Project site. This is in addition to the construction equipment fuel listed in Table 5.6-1.

Table 5.6-2: Estimated Project Vehicle Usage

Construction Source	Total Number of Trips	VMT	Fuel Rate	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Haul Trucks	7,820	73,200	6.12	11,959	0
Vendor Trucks	5,040	51,408	8.94	17,709	0
Worker Vehicles	14,130	261,405	26.31	0	9,936
			Total	**29,668**	**9,936**

Source: Air Quality, Energy, and Greenhouse Gas Impact Analysis (Appendix A).

Table 5.6-3 shows the overall fuel consumption for construction of the proposed Project. As shown, construction of the Project would consume approximately 9,936 gallons of gasoline fuel and 61,758 gallons of diesel fuel.

Table 5.6-3: Total Construction Fuel Usage

Construction Source	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Construction Vehicles	29,668	9,936
Off-road Construction Equipment	32,090	0
Total	**61,758**	**9,936**

Source: Air Quality, Energy, and Greenhouse Gas Impact Analysis (Appendix A).

Construction of the Project would result in fuel consumption from the use of construction tools and equipment, vendor and haul truck trips, and vehicle trips generated from construction workers traveling to and from the site. There are no unusual Project characteristics that would cause the use of construction equipment that would be less energy efficient compared with other similar construction sites in other parts of the state. Therefore, construction-related fuel consumption by the Project would not result in inefficient, wasteful, or

unnecessary energy use compared with other construction sites in the region, and impacts would be less than significant.

Operation

Once operational, the Project would generate demand for electricity, natural gas, as well as gasoline. Operational use of energy includes the heating, cooling, and lighting of the buildings, water heating, operation of electrical systems and plug-in appliances, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

As detailed in Table 5.6-4, the existing use on the Project site has an annual use of 53,859 gallons of diesel fuel, 27,090 gallons of gasoline fuel, 1,732,347 British thermal units (BTU) of natural gas, and 420,624 kilowatt-hours (kWh) of electricity. Operation of the proposed Project is estimated to result in the annual use of approximately 154,579 gallons of diesel fuel, 70,257 gallons of gasoline fuel, approximately 3,600,493 BTU of natural gas, and approximately 1,190,611 kWh of electricity.

Table 5.6-4: Proposed Project Operational Energy Consumption Estimates Compared to Existing

Operational Source	Energy Usage	
Electricity	***(Kilowatt-Hours)***	
Proposed Project	1,190,611	
Existing Use	420,624	
Natural Gas	***(Thousands British Thermal Units)***	
Proposed Project	3,600,493	
Existing Use	1,732,347	
Petroleum (gasoline) Consumption	***Annual VMT***	***Gallons of Gasoline Fuel***
Proposed Project	933,915	70,257
Existing Use	422,995	27,090
Petroleum (diesel) Consumption	***Annual VMT***	***Gallons of diesel Fuel***
Proposed Project	1,350,478	154,579
Existing Use	470,540	53,859

Source: Air Quality, Energy, and Greenhouse Gas Impact Analysis (Appendix A).

The State of California provides a minimum standard for building design and construction standards through Title 24 of the California Code of Regulations (CCR). Compliance with Title 24 is mandatory at the time new building permits are issued by local governments. The City's administration of the Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. Typical Title 24 measures include insulation; use of energy-efficient heating, ventilation and air conditioning equipment (HVAC); energy-efficient indoor and outdoor lighting systems; reclamation of heat rejection from refrigeration equipment to generate hot water; and incorporation of skylights, etc. Also, as Title 24 has become more progressive in realizing energy reductions and increasing efficiency, it now has requirements for solar installation for non-residential projects. With the 2022 CBC updates, the CBC now mandates incorporation of solar photovoltaic systems and battery storage in many non-residential projects, or for non-qualifying projects installation of solar-ready roofs and systems. These requirements serve to offset electricity demand and the Project would be required to adhere to applicable Title 24 requirements. The Project's compliance with Title 24 will be confirmed prior to issuance of building permits. In complying with the Title 24 standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced. Therefore,

construction and operations-related fuel consumption by the Project would not result in inefficient, wasteful, or unnecessary energy use compared with other construction similar sites uses in the region, and impacts would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. The California Title 24 Building Energy Efficiency Standards are designed to ensure new and existing buildings achieve energy efficiency and preserve outdoor and indoor environmental quality. These measures (Title 24, Part 6) are listed in the CCR. The California Energy Commission is responsible for adopting, implementing and updating building energy efficiency. Local city and county enforcement agencies have the authority to verify compliance with applicable building codes, including energy efficiency. As required by Municipal Code Chapter 15.04, Building Code, prior to issuance of a building permit, the Project Applicant shall submit plans showing that the Project would be in compliance with 2022 Title 24 requirements. For instance, the Project would result in a minimal water demand associated with single occupancy restrooms, fire sprinklers, and drought tolerant landscaping, which would increase energy efficiency. Also, equipment and vehicles associated with construction and operation of the Project would also be subject to fuel standards at the state and federal level. Further, the Project would be designed to achieve LEED Gold certification and would include additional energy efficient features above and beyond 2022 Title 24 requirements.

In addition, construction equipment and trucks are required to comply with CARB regulations regarding heavy-duty truck idling limits of five minutes at a location and the phase-in of off-road emission standards that result in an increase in energy savings in the form of reduced fuel consumption from more fuel-efficient engines. Although these regulations are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in the efficient use of construction-related energy.

Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would not occur. As such, the Project would have less than significant impacts related to energy.

Existing Plans, Programs, or Policies

PPP ENG-1: CalGreen Compliance. The Project is required to comply with the CalGreen Building Code as included in the City's Municipal Code (Chapter 15.30) to ensure efficient use of energy. CalGreen specifications are required to be incorporated into building plans as a condition of building permit approval.

Mitigation Measures

No mitigation measures related to energy are required.

Sources

EPD Solutions. (2024). *Air Quality, Energy, and Greenhouse Gas Impact Analysis* (Appendix A).

5.7. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

The discussion below is based on the Geotechnical Investigation (Sladden Engineering, 2019) included in Appendix D and a Paleontological Assessment (BFSA, 2024) included as Appendix D.

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?

Less than Significant Impact. The Project site is not located within a designated Alquist-Priolo Earthquake Fault Zone and no faulting occurs on the site. The closet known active fault to the site with the potential for surface fault rupture is the Elysian Park Thrust fault, located less than 2 miles from the site (California Department of Conservation, 2021). Therefore, the Project would not directly or indirectly cause potential risk of loss, injury, or death involving the rupture of a known earthquake fault delineated on the Alquist-Priolo Earthquake Fault Zoning Map. Impacts would be less than significant.

ii. Strong seismic ground shaking?

Less than Significant Impact. The Project site is located within a seismically active region of Southern California, with numerous faults capable of producing significant ground motions. The nearest fault to the Project site is the Elysian Park Thrust, located less than 2 miles from the site. The amount of motion expected at the Project site can vary from none to forceful depending upon the distance to the fault and the magnitude of the earthquake. Greater movement can be expected at sites located closer to an earthquake epicenter, that consists of poorly consolidated material such as alluvium, and in response to an earthquake of great magnitude.

Structures built in the City of Norwalk are required to be built in compliance with CBC as required by City Municipal Code Chapter 15.04, which regulates all building and construction projects within the City and implements a minimum standard for building design and construction that includes specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. Compliance with the CBC included as PPP GEO-1, would include the incorporation of: (1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; (2) proper building footings and foundations; and (3) construction of the building structures so that it would withstand the effects of strong ground shaking. Implementation of CBC standards would be verified by the City during the plan check and permitting process. Because the proposed Project would be constructed in compliance with the CBC, the proposed Project would result in a less than significant impact related to strong seismic ground shaking.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Liquefaction occurs when vibrations or water pressure within a mass of soil cause the soil particles to lose contact with one another. As a result, the soil behaves like a liquid, has an inability to support weight, and can flow down very gentle slopes. This condition is usually temporary and is most often caused by an earthquake vibrating water-saturated fill or unconsolidated soil. Soil properties and soil conditions such as type, age, texture, color, and consistency, along with historical depths to ground water are used to identify, characterize, and correlate liquefaction susceptible soils. Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands that lie below the groundwater table within approximately 50 feet below ground surface (bgs).

According to the Geotechnical Investigation, the Project site is located within a liquefaction hazard zone and the subsurface conditions encountered on the site are conducive to liquefaction (Sladden Engineering, 2019). However, the potential for seismically related differential settlements are expected to be less than 2.0 inches over a horizontal distance of 200 feet (Sladden Engineering, 2019).

As described previously, structures built in the City are required to be built in compliance with the CBC, as included in the City's Municipal Code as Chapter 15.04 (and herein as PPP GEO-1), which regulates all building and construction projects within the City and implements a minimum standard for building design and construction that includes specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. Compliance with the CBC (included as PPP GEO-1) would require proper construction of building footings and foundations so that it would withstand the effects of potential ground movement, including liquefaction and settlement. The CBC also includes provisions to reduce impacts caused by potential major structural failures or loss of life resulting from geologic hazards. For example, the CBC requires that a California Certified Engineering Geologist or California-licensed civil engineer provide site-specific engineering data to demonstrate the satisfactory performance of proposed structures. The City requires the Project specific engineering design recommendations be incorporated into grading plans and building specifications as a condition of construction permit approval. Therefore, the development of the proposed Project would be required to conform to the seismic design parameters of the CBC, as included as PPP GEO-1, which are reviewed by the City for appropriate inclusion as part of the building plan check and development review process. Compliance with the requirements of the CBC and City's Municipal Code for structural safety would reduce hazards from seismic-related ground failure, including liquefaction and settlement to a less than significant level.

iv. Landslides?

No Impact. Landslides and other slope failures are secondary seismic effects that occur during or soon after earthquakes. Areas that are most susceptible to earthquakes induced landslides are steep slopes underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits.

As described above, the Project site is located in a seismically active region subject to strong ground shaking. However, the Project site is relatively level and is not adjacent to any slopes or hillsides (Appendix D). Thus, the Project would not cause potential substantial adverse effects related to slope instability or seismically induced landslides and impacts would not occur.

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

Less than Significant Impact. Construction of the proposed Project has the potential to contribute to soil erosion and the loss of topsoil. Excavations and grading activities that would be required for the Project would expose and loosen topsoil, which could be eroded by wind or water.

The City's Municipal Code Chapter 18.04, Stormwater Management and Discharge Control, implements the requirements of the Los Angeles County Regional Water Quality Control Board (RWQCB) National Pollutant Discharge Elimination System (NPDES) Storm Water Permit Order No. R4-2012-0175, as amended, (MS4 Permit) which establishes minimum stormwater management requirements and controls that are required to be implemented for construction activities for the Project.

The proposed Project would also be subject to the National Pollution Discharge Elimination System (NPDES) permitting regulations, including implementation of a Stormwater Pollution Prevention Plan (SWPPP) and associated Best Management Practices (BMPs). BMPs may include a combination of construction methods to reduce, prevent, or minimize soil erosion from project-related grading and construction activities, which would be implemented by PPP WQ-1. The SWPPP is required to address site-specific conditions related to specific grading and construction activities that could cause erosion and the loss of topsoil and provide erosion control BMPs to reduce or eliminate the erosion and loss of topsoil. Erosion control BMPs include use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding, etc. With compliance to the City's Municipal Code stormwater management requirements through the implementation of BMPs, which would be reviewed and approved by the City's Department of Public Works, construction impacts related to erosion and loss of topsoil would be less than significant.

The proposed Project includes installation of landscaping adjacent to the proposed high-cube warehouse and throughout the proposed parking areas. With this landscaping, areas of loose topsoil that could be eroded by wind or water would not exist upon operation of the proposed Project. In addition, as described in Section 5.10, *Hydrology and Water Quality*, the Project would be subject to the inclusion of a SUSMP which requires the Project to be designed to slow, filter, and retain stormwater within landscaping and the proposed infiltration basin, which would also reduce the potential for stormwater to erode topsoil included as PPP-WQ2. Furthermore, implementation of the Project requires City approval of a Low Impact Development (LID) Plan, which would ensure that RWQCB requirements and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. As a result, with implementation of existing requirements, operational impacts related to substantial soil erosion or loss of topsoil would be less than significant.

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 offsite landslide, lateral spreading, subsidence, liquefaction or collapse?

Less than Significant Impact. Landslides and other forms of mass wasting, including mud flows, debris flows, and soil slips, occur as soil moves downslope under the influence of gravity. Landslides are frequently triggered by intense rainfall or seismic shaking. As described in Response a) iv., the Project site is located in a relatively flat developed urban area that does not contain or adjacent to large slopes, and the Project would not generate large slopes. Therefore, impacts related to landslides would not occur.

Lateral spreading is a type of liquefaction-induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures. As discussed previously in threshold a) iii, the site is liquifiable so there is a potential for lateral spreading to occur. However, the site is relatively flat, and no evidence of faulting was observed during the geotechnical investigation so the potential for lateral spreading to affect the site is very low (Sladden Engineering, 2019). Thus, impacts related to lateral spreading would be less than significant.

Subsidence is a general lowering of the ground surface over a large area that is generally attributed to lowering of the ground water levels within a groundwater basin. Localized or focal subsidence or settlement of the ground can occur as a result of an earthquake motion in an area where groundwater in the basin is lowered. Based on the moisture content of the recovered soils samples during testing, the static groundwater table is at a depth greater than approximately 51.5 feet below the existing site grades (Sladden Engineering, 2019). The Project would not pump water from the Project area, thus impacts related to subsidence would not occur from implementation of the Project.

As described previously, compliance with the requirements of the CBC and related recommendations in the Geotechnical Investigation related to compaction of soils and development of foundations is required as part of the building plan check and development permitting process, and would reduce potential impacts related to liquefaction, settlement, and ground collapse to a less than significant level.

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?

Less than Significant Impact. Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experience, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture.

The Project site consists of artificial fill soil to a depth of approximately five feet bgs. Native soils consisting of sandy clay, sand, silty sand, and clayey sand were found underlying the artificial fill soil. The Geotechnical Exploration determined that the site soils are anticipated to have a "very low" expansion potential based on soils testing. Thus, the proposed Project would not be located on expansive soils and would not result related impacts. In addition, as described previously, compliance with the CBC would require specific engineering design recommendations be incorporated into grading plans and building specifications as a condition of construction permit approval to ensure that Project structures would withstand the effects of related to ground movement, including expansive soils. Therefore, impacts would be less than significant.

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. The Project would connect to the existing wastewater infrastructure that is adjacent to the site. Therefore, no impacts related to the use of such facilities would occur from implementation of the Project.

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

Less than Significant with Mitigation Incorporated. Paleontological resources, or fossils, are the remains of ancient plants and animals that can provide scientifically significant information about the history of life on Earth. Paleontological "sensitivity" is defined as the potential for a geologic unit to produce scientifically significant fossils. This sensitivity is determined by rock type, past history of the rock unit in producing significant fossils, and fossil localities that are recorded from that unit. Paleontological sensitivity is assigned based on fossil data collected from the entire geologic unit, not just a specific site.

The Geotechnical Investigation confirmed that onsite testing identified artificial fill extending from ground surface to depths of approximately five feet bgs. Native earth materials were encountered beneath the fill soils and could be sensitive for paleontological resources. As described previously, the Project site has been disturbed from previous development activities which reduces the potential of existing resources onsite. Demolition of the existing structures and associated improvements could cause disturbance of the upper three to five feet of soil. Construction activities could potentially result in the uncovering of paleontological resources in previously undisturbed Pleistocene soils that potentially underlay the artificial fill. As a result, Mitigation Measure PAL-1 is included to require that any substantial excavations below eight feet be monitored by a qualified paleontologist to identify and recover any significant fossil remains. With implementation of Mitigation Measure PAL-1, impacts to paleontological resources would be less than significant.

Existing Plans, Programs, or Policies

PPP GEO-1: California Building Code. The Project is required to comply with the California Building Code as included in the City's Municipal Code Chapter 15.04 to preclude significant adverse effects associated with seismic hazards. California Building Code related and geologist and/or civil engineer specifications for the Project are required to be incorporated into grading plans and specifications as a condition of Project approval.

PPP WQ-1: Stormwater Pollution Prevention Plan. Prior to grading permit issuance, the Project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a Qualified SWPPP Developer (QSD) in accordance with the California State Water Resources Control Board National Pollution Discharge Elimination System (NPDES) Storm Water Permit Order No. 2022-0057-DWQ (General Construction Permit). The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other NPDES regulations to limit the potential of erosion and polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by the City of Norwalk staff or its designee to confirm compliance.

PPP WQ-2: Standard Urban Stormwater Management Plan. Prior to grading permit issuance, the Project Applicant shall have a Standard Urban Stormwater Management Plan (SUSMP) approved by the City for implementation. The Project shall comply with the City's Municipal Section 18.04.105 and the Municipal Separate Storm Sewer System (MS4) permit requirements in effect for the Regional Water Quality Control Board (RWQCB) at the time of grading permit to control discharges of sediments and other pollutants during construction and operations of the Project.

Mitigation Measures

MM PAL-1: Paleontological Resources. Prior to the issuance of the first grading permit, the Applicant shall provide a letter to the City of Norwalk Planning Division, or designee, from a paleontologist selected from the roll of qualified paleontologists maintained by the County, stating that the paleontologist has been retained to provide services for the project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite for the review and approval by the City. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance. The PRIMP shall also require paleontological monitoring for ground disturbing activities greater than eight feet in depth within native soil, as determined by the Project paleontologist.

In the event paleontological resources are encountered, ground-disturbing activity within 50 feet of the area of the discovery shall cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered.

Criteria for discard of specific fossil specimens will be made explicit. If a qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by project planning, then recovery may be applied. Actions may include recovering a sample of the fossiliferous material prior to construction, monitoring work and halting construction if an important fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. Recovery, salvage and treatment shall be done at the Applicant's expense. All recovered and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The paleontologist shall have a repository agreement in hand prior to initiating recovery of the resource.

Sources

BFSA Environmental Services. (2024). *Paleontological Assessment*. (See Appendix F).

California Department of Conservation. (2021). *California Earthquake Hazards Zone Application*. Retrieved April 16, 2024. Accessed at https://maps.conservation.ca.gov/cgs/EQZApp/app/

Sladden Engineering. (2019). *Geotechnical Investigation*. (See Appendix D).

5.8. GREENHOUSE GAS EMISSIONS

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

The discussion below is based on the Air Quality, Energy, and Greenhouse Gas Impact Analysis (EPD 2024) included as Appendix A.

Background

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHGs), play a critical role in the Earth's radiation amount by trapping infrared radiation from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses.

Section 15364.5 of the California Code of Regulations defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. Transportation is responsible for 37 percent of the state's greenhouse gas emissions, followed by electricity generation. Emissions of CO_2 and N_2O are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO_2, where CO_2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean.

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. GHG statues and executive orders (EO) include California Assembly Bill 32 (AB 32), Senate Bill (SB) 1368, EO B-30-15, EO S-03-05, EO S-20-06, and EO S-01-07. These regulations require the use of alternative energy, such as solar power. Solar projects produce electricity with no GHG emissions and assist in offsetting GHG emissions produced by fossil-fuel-fired power plants.

California Assembly Bill 32

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 [Assembly Bill 32 (AB 32)], which created a comprehensive, multi-year program to reduce greenhouse gas (GHG) emissions in California. AB 32 required the California Air Resources Board (CARB or Board) to develop a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by the Board in 2008 and must be updated at least every five years. Since 2008, there have been two updates to the Scoping Plan. Each of the Scoping

Plans have included a suite of policies to help the State achieve its GHG targets, in large part leveraging existing programs whose primary goal is to reduce harmful air pollution.

On December 15, 2022, CARB adopted the 2022 Scoping Plan. The 2022 Scoping Plan builds on the 2017 Scoping Plan as well as the requirements set forth by AB 1279, which directs the state to become carbon neutral no later than 2045. To achieve this statutory objective, the 2022 Scoping Plan lays out how California can reduce GHG emissions by 85% below 1990 levels and achieve carbon neutrality by 2045. The Scoping Plan scenario to do this is to "deploy a broad portfolio of existing and emerging fossil fuel alternatives and clean technologies, and align with statutes, Executive Orders, Board direction, and direction from the governor." The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB advocates for compliance with a local GHG reduction strategy (CAP) consistent with CEQA Guidelines section 15183.5.

GHG Thresholds

SCAQMD does not have approved thresholds; however, SCAQMD does have draft thresholds that provide a tiered approach to evaluate GHG impacts. The current interim SCAQMD thresholds consist of the following:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
    - Option 1: All land use types: 3,000 $MTCO_{2e}$ per year
    - Option 2: Based on land use type: residential: 3,500 $MTCO_{2e}$ per year; commercial: 1,400 $MTCO_{2e}$ per year; or mixed use: 3,000 $MTCO_{2e}$ per year
- Tier 4 has the following options:
    - Option 1: Reduce business as usual emissions by a certain percentage; this percentage is currently undefined.
    - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
    - Option 3, 2020 target for service populations (SP), which includes residents and employee: 4.8 MTCO2e/SP/year for projects and 6.6 MTCO2e/SP/year for plans;
    - Option 3, 2035 target: 3.0 MTCO2e/SP/year for projects and 4.1 MTCO2e/SP/year
- Tier 5 involves mitigation offsets to achieve target significance threshold.

The assessment of the proposed Project applies the Tier 3: Numerical Screening Thresholds approach. In addition, SCAQMD methodology for a project's construction emissions are to average them over 30-years and then add them to the project's operational emissions to determine if the project would exceed the screening values listed above (Appendix A).

Executive Order S-3-05's year 2050 goal is the basis of SCAQMD' draft Tier 3 screening level thresholds. The objective of the Executive Order is to contribute to capping worldwide CO_2 concentrations at 450 ppm, stabilizing global climate change.

Based on the foregoing guidance, the City of Norwalk has elected to rely on compliance with a local air district (SCAQMD) threshold in the determination of significance of Project-related GHG emissions.

Specifically, the City has selected the interim 3,000 $MTCO_2e$/yr threshold recommended by SCAQMD staff for residential and commercial sector projects against which to compare Project-related GHG emissions.

The City understands that the 3,000 $MTCO_2e$/yr threshold for residential/commercial uses was proposed by SCAQMD a decade ago and was adopted as an interim policy; however, no permanent, superseding policy or threshold has since been adopted. The 3,000 $MTCO_2e$/yr threshold was developed and recommended by SCAQMD, an expert agency, based on substantial evidence as provided in the *Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold* (2008) document and subsequent Working Group meetings (latest of which occurred in 2010). SCAQMD has not withdrawn its support of the interim threshold and all documentation supporting the interim threshold remains on the SCAQMD website on a page that provides guidance to CEQA practitioners for air quality analysis (and where all SCAQMD significance thresholds for regional and local criteria pollutants and toxic air contaminants also are listed). Further, as stated by SCAQMD, this threshold "uses the Executive Order S-3-05 goal [80 percent below 1990 levels by 2050] as the basis for deriving the screening level" and, thus, remains valid for use in 2024 and for purposes of this IS/MND. Lastly, this threshold has been used for hundreds, if not thousands of GHG analyses performed for projects located within the SCAQMD jurisdiction.

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

Less than Significant Impact. Construction activities produce combustion emissions from various sources, such as site excavation, grading, utility engines, heavy-duty construction vehicles onsite, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew. Exhaust emissions from onsite construction activities would vary daily as construction activity levels change.

In addition, operation of the proposed Project would result in area and indirect sources of operational GHG emissions that would primarily result from vehicle trips, electricity and natural gas consumption, water transport (the energy used to pump water), and solid waste generation. GHG emissions from electricity consumed by the building would be generated off-site by fuel combustion at the electricity provider. GHG emissions from water transport are also indirect emissions resulting from the energy required to transport water from its source.

The estimated operational GHG emissions that would be generated from implementation of the proposed Project are shown in Table 5.8-2. Additionally, in accordance with SCAQMD recommendation, the Project's amortized construction related GHG emissions (shown in Table 5.8-1) are added to the operational emissions estimate in order to determine the Project's total annual GHG emissions. Based on the analysis results, the proposed Project would result in approximately 1,841 MT CO_2e/yr. As shown, GHG emissions would be less than SCAQMD threshold of 3,000 MTCO2e per year. Therefore, based upon SCAQMD's screening threshold, impacts related to GHG emissions would be less than significant.

Table 5.8-1: Project Construction Greenhouse Gas Emissions

Activity	Annual GHG Emissions ($MTCO_2e$)
2025	413
2026	355
Total Emissions	768
Total Emissions Amortized Over 30 Years	26

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix A)

Table 5.8-2: Project Total Greenhouse Gas Emissions

Activity	Annual GHG Emissions ($MTCO_2e$)
Mobile	1,920
Area	3
Energy	380
Water	82
Waste	45
Off-Road	97
Stationary	322
Total Project Gross Operation Emissions	2,854
Project Construction Emissions	26
Project Total Emissions	**2,880**
Existing Emissions	1,039
Net New Emissions	**1,841**
Significance Threshold	3,000
Threshold Exceeded?	**No**

Source: Air Quality, Health Risk, Greenhouse Gas, and Energy Impact Report (Appendix A)

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

Less than Significant Impact. The Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. As described in the previous response, the Project would not exceed thresholds related to GHG emissions. The proposed Project would not interfere with the state's implementation of AB 1279's target of 85 percent below 1990 levels and carbon neutrality by 2045 because it does not interfere with implementation of the GHG reduction measures listed in CARB's Updated Scoping Plan (2022), as demonstrated in Table 5.8-3. CARB's 2022 Scoping Plan reflects the 2045 target of a, 85 percent reduction below 1990 levels, set by Executive Order B-55-18, and codified by AB 1279. In addition, the Project would comply with regulations imposed by the state and the SCAQMD that reduce GHG emissions, as described below:

- Global Warming Solutions Act of 2006 (AB 32) is applicable to the Project because many of the GHG reduction measures outlined in AB 32 (e.g., low carbon fuel standard, advanced clean car standards, and cap-and-trade) have been adopted over the last 5 years and implementation activities are ongoing. The proposed Project would not conflict with fuel and car standards or cap-and-trade.
- EO B-30-15 which added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. The Project would not conflict with the state's goal of reducing GHG emissions to 40 percent below 1990 levels by 2030.
- Pavley Fuel Efficiency Standards (AB 1493) establishes fuel efficiency ratings for new (model year 2009-2016) passenger cars and light trucks. The Project would develop a new building that would not conflict with fuel efficiency standards for vehicles.
- Title 24 California Code of Regulations (Title 24) establishes energy efficiency requirements for new construction that address the energy efficiency of new (and altered) buildings. The Project is required to comply with Title 24, which would be verified by the City during the plan check and permitting process.
- Title 17 California Code of Regulations (Low Carbon Fuel Standard [LCFS]) requires carbon content of fuel sold in California to be 10 percent less by 2020. Because the LCFS applies to any transportation fuel that is sold or supplied in California, all vehicle trips generated by the Project would comply with LCFS.

- California Water Conservation in Landscaping Act of 2006 (AB 1881) provides requirements to ensure water efficient landscapes in new development and reduced water waste in existing landscapes. The Project is required to comply with AB 1881 landscaping requirements, which would be verified by the City during the plan check and permitting process.
- Emissions from vehicles, which are a main source of operational GHG emissions, would be reduced through implementation of federal and state fuel and air quality emissions requirements that are implemented by CARB. In addition, as described in the previous response, the Project would not result in an exceedance of an air quality standard.

The City currently does not have an adopted Climate Action Plan to reduce GHG emissions, and as described under Threshold 8(a), emissions would not exceed the applicable SCAQMD threshold. Therefore, implementation of the Project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases and impacts would be less than significant.

Table 5.8-3: Project Consistency with the CARB 2022 Scoping Plan

Action	Consistency
GHG Emissions Reductions Relative to the SB 32 Target	
40% Below 1990 levels by 2030.	**Consistent.** The Project would comply with the 2022 Title 24, Part 6 building energy requirements along with other local and state initiatives that aim to achieve the 40% below 1990 levels by 2030 goal.
Smart Growth/Vehicle Miles Traveled VMT	
VMT per capita reduced 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045.	**Consistent.** As discussed in Chapter 5.12, *Transportation*, of this MND, the Project would screen out of a VMT analysis pursuant to City guidelines. As such, it can be presumed that VMT impacts from the Project would be less than significant.
Light-Duty Vehicle (LDV) Zero-Emission Vehicles (ZEVs)	
100% of LDV sales are ZEV by 2035.	**Consistent.** The proposed Project would be designed and constructed in accordance with the 2022 Title 24 Part 6 and Part 11 requirements, which includes ZEV designated parking spaces and charging stations.
Truck ZEVs	
100% of medium-duty (MDV)/HDC sales are ZEV by 2040 (AB 74 University of California Institute of Transportation Studies [ITS] report).	**Consistent.** The proposed Project would be designed and constructed in accordance with the 2022 Title 24 Part 6 and Part 11 requirements, which includes prewiring for Truck ZEV charging stations at designated loading docks.
Aviation	
20% of aviation fuel demand is met by electricity (batteries) or hydrogen (fuel cells) in 2045. Sustainable aviation fuel meets most or the rest of the aviation fuel demand that has not already transitioned to hydrogen or batteries.	**Not Applicable.** The proposed Project would not utilize aviation fuel.
Ocean-going Vessels (OGV)	
2020 OGV At-Berth regulation fully implemented, with most OGVs utilizing shore power by 2027. 25% of OGVs utilize hydrogen fuel cell electric technology by 2045.	**Not Applicable.** The proposed Project would not utilize any OGVs.
Port Operations	
100% of cargo handling equipment is zero-emission by 2037. 100% of drayage trucks are zero emission by 2035.	**Not Applicable.** The proposed Project would not impact any operations at any ports.

Action	Consistency
Freight and Passenger Rail	
100% of passenger and other locomotive sales are ZEV by 2030. 100% of line haul locomotive sales are ZEV by 2035. Line haul and passenger rail rely primarily on hydrogen fuel cell technology, and others primarily utilize electricity.	**Not Applicable.** The proposed Project would not involve any freight or passenger rail operations.
Oil and Gas Extraction	
Reduce oil and gas extraction operations in line with petroleum demand by 2045.	**Not Applicable.** The proposed Project would not involve any oil or gas extraction.
Petroleum Refining	
CCS on majority of operations by 2030, beginning in 2028. Production reduced in line with petroleum demand.	**Not Applicable.** The proposed Project would not involve any petroleum refining.
Electricity Generation	
Sector GHG target of 38 million metric tons of carbon dioxide equivalent (MMTCO2e) in 2030 and 30 MMTCO2e in 2035. Retail sales load coverage 20 gigawatts (GW) of offshore wind by 2045. Meet increased demand for electrification without new fossil gas-fired resources.	**Not Applicable.** The Project would not preclude achievement of this goal.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.	**Not Applicable.** The Project proposes industrial use. The Project would not preclude achievement of this goal.
Existing Residential Buildings	
80% of appliance sales are electric by 2030 and 100% of appliance sales are electric by 2035. Appliances are replaced at end of life such that by 2030 there are 3 million all-electric and electric-ready homes—and by 2035, 7 million homes—as well as contributing to 6 million heat pumps installed statewide by 2030.	**Not Applicable.** The proposed Project would not involve any existing residential buildings.
Existing Commercial Buildings	
80% of appliance sales are electric by 2030, and 100% of appliance sales are electric by 2045. Appliances are replaced at end of life, contributing to 6 million heat pumps installed statewide by 2030.	**Not Applicable.** The proposed Project would not involve any existing commercial buildings.
Food Products	
7.5% of energy demand electrified directly and/or indirectly by 2030; 75% by 2045.	**Not Applicable.** The proposed Project would include 20 percent cold storage. However, no perishable food products would be associated with the operation of the proposed warehouse. The Project would not preclude achievement of this goal.
Construction Equipment	
25% of energy demand electrified by 2030 and 75% electrified by 2045.	**Consistent.** The proposed Project would be required to use construction equipment that are registered by CARB and meet CARB's standards. CARB sets its standards to be in line with the goal of reducing energy demand by 25% in 2030 and 75% electrified in 2045.
Chemicals and Allied Products; Pulp and Paper	
Electrify 0% of boilers by 2030 and 100% of boilers by 2045. Hydrogen for 25% of process heat by 2035 and 100% by 2045. Electrify 100% of other energy demand by 2045.	**Not Applicable.** The proposed Project would not be utilized for pulp and/or paper products food products. The Project would not preclude achievement of this goal.

Action	Consistency
Stone, Clay, Glass, and Cement	
CCS on 40% of operations by 2035 and on all facilities by 2045. Process emissions reduced through alternative materials and CCS.	**Not Applicable.** The proposed Project would not include manufacturing of stone, clay, glass or cement. The Project would not preclude achievement of this goal.
Other Industrial Manufacturing	
0% energy demand electrified by 2030 and 50% by 2045.	**Not Applicable.** The proposed Project does not preclude achievement of this goal.
Combined Heat and Power	
Facilities retire by 2040.	**Not Applicable.** The proposed Project would not involve any existing combined heat and power facilities.
Agriculture Energy Use	
25% energy demand electrified by 2030 and 75% by 2045.	**Not Applicable.** The proposed Project would not involve any agricultural uses.
Low Carbon Fuels for Transportation	
Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen.	**Not Applicable.** The proposed Project would not involve any production of biofuels.
Low Carbon Fuels for Buildings and Industry	
In 2030s, biomethane135 blended in pipeline Renewable hydrogen blended in fossil gas pipeline at 7% energy (~20% by volume), ramping up between 2030 and 2040. In 2030s, dedicated hydrogen pipelines constructed to serve certain industrial clusters	**Not Applicable.** The proposed Project would not involve any production of fuels for buildings and industry.
Non-combustion Methane Emissions	
Increase landfill and dairy digester methane capture. Some alternative manure management deployed for smaller dairies. Moderate adoption of enteric strategies by 2030. Divert 75% of organic waste from landfills by 2025. Oil and gas fugitive methane emissions reduced 50% by 2030 and further reductions as infrastructure components retire in line with reduced fossil gas demand	**Not Applicable.** The proposed Project would not involve any landfill and/or dairy uses.
High GWP Potential Emissions	
Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions.	**Consistent.** The proposed Project would include 20 percent cold storage. Low GWP refrigerants would be implemented as the City of Hesperia transitions warehouse buildings to electrification. The Project would not preclude achievement of this goal.

Source: California's 2022 Climate Change Scoping Plan Table 2-1: Actions for the Scoping Plan Scenario: AB 32 GHG Inventory Sectors

Existing Plans, Programs, or Policies

See (b) above for applicable regulations.

Mitigation Measures

No mitigation measures related to greenhouse gas emissions are required.

Sources

EPD Solutions. (2024) *Air Quality, Energy, and Greenhouse Gas Impact Analysis* (Appendix A)

South Coast Air Quality Management District (2008). *Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Thresholds* Accessed: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds/page/2

5.9. HAZARDS AND HAZARDOUS MATERIALS

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

The discussion below is based on the Phase I Environmental Site Assessment (ADR, 2017) included as Appendix G and a Subsurface Investigation (ADR 2017) included in Appendix H.

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. A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to environment if released into the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that regulatory agencies have a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the home, workplace, or environment. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment.

Construction

The proposed construction activities would involve the transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking. In addition, hazardous materials would be needed for fueling and servicing construction equipment on the site. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by federal and state requirements, which the Project construction activities are required to strictly adhere to. These regulations include: the federal Occupational Safety and Health Act and Hazardous Materials Transportation Act; Title 8 of the California Code of Regulations (CalOSHA), and the state Unified Hazardous Waste and Hazardous Materials Management Regulatory Program. As a result, routine transport and use of hazardous materials during construction would be less than significant.

Operation

Operations of the proposed Project would include warehousing, manufacturing and distribution activities, which generally use limited hazardous materials, such as: cleaning agents, paints, pesticides, batteries, and aerosol cans. Normal routine use of these products would not result in a significant hazard to residents or workers in the vicinity of the Project.

In addition, should any future business that occupies the building handle acutely hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95), the business would require a permit from the Los Angeles County Fire Department (LACoFD) Health Hazardous Materials Division. If the volume of hazardous materials handled or stored at the site is greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, it is required by AB 2185 to also file a Hazardous Materials Business Emergency Plan with the LACoFD Health Hazardous Materials Division. A Hazardous Materials Business Emergency Plan is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the Hazardous Materials Business Emergency Plan is to satisfy federal and state right-to-know laws and to provide detailed information for use by emergency responders. Such businesses are also required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the LACoFD Hazardous Materials Division and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business.

Therefore, if future businesses that use or store hazardous materials occupy the proposed buildings, the business owners and operators would be required to comply with all applicable federal, state, and local regulations, as permitted by the LACoFD Health Hazardous Materials Division to ensure proper use, storage, and disposal of hazardous substances. Overall, operation of the proposed Project would result in a less than significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. ADR Environmental Group, Inc. completed the Phase I Environmental Site Assessment and Phase II soil and soil vapor sampling for the proposed Project. The following information regarding existing onsite conditions is included in the reports.

On-Site Conditions

Recognized Environmental Conditions

The Project site has an existing clarifier and one long concrete lined trench covered with steel plates. Clarifiers and trenches can be sources of hazardous material contamination due to cracks in the bodies and piping connections caused by settlement or improper installation. As such, within the Phase I Environmental

Site Assessment, ADR concluded that potential soil vapor intrusion was considered a recognized environmental condition (REC) to the Project site. Due to the potential contamination related to the onsite clarifier and trench, a Phase II soil and soil vapor sampling was conducted. The Phase II report collected a total of five samples varying between five and 10 feet in depth at the two locations of concern. The analysis of soil samples determined that no concentrations of VOC's (volatile organic compounds) or the leak check compound, isobutane, were detected to be above laboratory limits. Therefore, ADR determined that VOCs are no longer considered a REC to the Project site. As a result, the recognized environmental conditions of potential soil vapors are less than significant.

Historic Recognized Environmental Conditions

In 1993, one 10,000-gallon gasoline underground storage tank (UST); one 10,000-gallon diesel UST; and associated dispenser and piping were removed from the southwest corner of 13555 Excelsior Drive portion of the property. The USTs were removed under the supervision of the Los Angeles County Department of Public Works (LACDPW). The soil with detected petroleum constituents was over-excavated and removed from the site. On January 13, 1994, the LACDPW issued a letter indicating no further action was required. As a result, there are no significant impacts from the historically recognized environmental conditions.

Asbestos

The Phase I Environmental Site Assessment indicated the buildings onsite potentially contain asbestos containing materials (ACMs). ACMs require special handling and disposal, as they may be hazardous to demolition workers and could pose an environmental hazard if disposed of improperly. A written Asbestos Operations and Maintenance program would be implemented. Compliance with SCAQMD Rule 1403, included as PPP HAZ-1, is required as an existing regulation and standard condition prior to issuance of a demolition permit and would reduce potential impacts related to ACMs to less than significant.

Operation

As described above, the risks related to upset or accident conditions involving the release of hazardous materials into the environment would be adequately addressed through compliance with existing federal, state, and local regulations. Development of the proposed Project would result in various limited manufacturing, warehouse, and office uses that would use and store common hazardous materials such as paints, solvents, and cleaning products. Also, building mechanical systems and grounds and landscape maintenance could also use a variety of products formulated with hazardous materials, including fuels, cleaners, lubricants, adhesives, sealers, and pesticides/herbicides.

The environmental and health effects of different chemicals are unique to each chemical and depend on the extent to which an individual is exposed. The extent and exposure of individuals to hazardous materials would be limited by the relatively small quantities of these materials that would be stored, used, and handled. Additionally, any business or facility which uses, generates, processes, produces, packages, treats, stores, emits, discharges, or disposes of hazardous material (or waste) would require a hazardous materials handler permit from the LACoFD Health Hazardous Materials Division, as described previously.

Through existing City regulations and LACoFD Health Hazardous Materials Division permitting and occupancy procedures, hazardous materials would be used and stored in accordance with applicable regulations and such uses would be required to comply with federal and state laws to reduce the potential consequences of hazardous materials accidents. In addition, a Water Quality Management Plan (WQMP) is required to be implemented for the Project (as further discussed in Section 5.10, *Hydrology and Water Quality*, and included as PPP WQ-2). The BMPs that would be implemented as part of the WQMP would protect human health and the environment should any accidental spills or releases of hazardous materials occur during operation of the Project.

As a result, implementation of the proposed Project would not result in 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, and operational impacts would be less than significant.

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

No Impact. The nearest school is Ramona School and Preschool, located approximately 0.31 mile west of the Project site at 14616 Dinard Avenue, Norwalk, CA 90650. Therefore, there are no existing or proposed schools within 0.25 mile of the Project site. In addition, as previously described, use of hazardous materials would be limited and used and disposed of in compliance with federal, state, and local regulations, which would reduce the potential for accidental release into the environment near a school. The emissions that would be generated from construction and operation of the Project were evaluated in the air quality analysis discussed under Threshold (3.b), and the emissions generated from the Project would not cause or contribute to an exceedance of the federal or state air quality standards. Thus, the Project would not emit hazardous or handle acutely hazardous materials, substances, or waste near a school, and impacts would be less than significant.

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?

Less than Significant Impact. According to the California Department of Toxic Substances Control EnviroStor listing, the Project site is not located on any hazardous material sites listed, pursuant to Government Code Section 65962.5 (DTSC, N.D.). In addition, the Phase I Environmental Site Assessment included a review of federal, state, and local regulatory databases, which identified 20 sites included within 0.5 mile of the Project site compiled pursuant to Government Code Section 65962.5.

As discussed in the Phase I Environmental Site Assessment, there are no listed sites located within the Project property boundaries (ADR, 2017). As a result, impacts related to hazards from being located on or adjacent to a hazardous materials site are unlikely to occur from implementation of the proposed Project and impacts would be less than significant.

e) For a project within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The Project site is not within two miles of an airport. The closest airport is the Fullerton Municipal Airport, which is approximately 3.7 miles southeast of the Project site. According to Section 15.56.050 of the Fullerton Municipal Code, the Fullerton Airport Environs Land Use Plan area applies to land within 10,000 feet (1.9 miles) of the nearest point of the runway. Thus, the Project site is not located within any land use compatibility zone, nor is it within an airport safety zone. Therefore, the Project would not result in a safety hazard for people residing or working in the Project areas, and no impacts would occur.

f) Impair implementation of an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. Excelsior Drive and Carmenita Road would remain open during construction of the Project driveway to ensure adequate emergency access to the Project area and vicinity. Impacts related to interference with an adopted emergency response or evacuation plan during construction activities would be less than significant.

Operation

Operation of the proposed Project would not result in a physical interference with an emergency response evacuation. Direct access to the Project site would be provided from Excelsior Drive and Carmenita Road. The Project is also required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the City Municipal Code and the Fire Department prior to approval to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9) and the Fire Code included per Municipal Code Chapter 15.08. As a result, the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

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

No Impact. According to Figure 12.5, *Fire Hazard Severity Zones Policy Map*, of the Los Angeles County General Plan, the City of Norwalk is not within or adjacent to a Fire Hazard Severity Zone. Furthermore, according to the City's Local Hazard Mitigation Plan, the City does not have a Community Wildfire Protection Plan, as the City is not at risk for wildfires (City of Norwalk, 2022). Therefore, the proposed Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. No impacts would occur.

Existing Plans, Programs, or Policies

PPP HAZ-1: SCAQMD Rule 1403. Prior to issuance of demolition permits, the Project Applicant shall submit verification to the City Building and Safety Division that an asbestos survey has been conducted on the structures proposed for demolition. If asbestos is found, the Project Applicant shall follow all procedural requirements and regulations of South Coast Air Quality Management District Rule 1403. Rule 1403 regulations require that the following actions be taken: notification of SCAQMD prior to construction activity, asbestos removal in accordance with prescribed procedures, placement of collected asbestos in leak-tight containers or wrapping, and proper disposal.

Mitigation Measures

No mitigation related to hazards and hazardous materials is required.

Sources

ADR Environmental Group Inc. (2017). *Phase I Environmental Site Assessment*. (See Appendix G)

ADR Environmental Group Inc. (2017). *Subsurface Investigation Report*. (See Appendix H)

CalFire Office of the State Fire Marshal. (2023) *Fire Hazard Severity Zones Map*. Retrieved April 16, 2024. From https://egis.fire.ca.gov/FHSZ/.

California Department of Toxic Substances Control. (N.D.) *EnviroStor listing*. Retrieved April 15, 2024. From https://www.envirostor.dtsc.ca.gov/public/.

City of Norwalk. (2022). *Local Hazard Mitigation Plan*. Retrieved June 3rd, 2024. From https://www.norwalk.org/home/showpublisheddocument/26724/637849437930330000

City of Norwalk. (2023). *Municipal Code*. Retrieved April 15, 2024. From https://ecode360.com/43500348.

5.10. HYDROLOGY AND WATER QUALITY

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

This discussion is based on the Preliminary Low Impact Development Plan (DRC Engineering, 2023) included as Appendix I and the Preliminary Hydrology Study (DRC Engineering, 2023) included as Appendix J.

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

Less Than Significant Impact.

Construction

Construction activities include demolition, site preparation, grading, paving, and installation of new landscaping that would expose and loosen sediment and would have the potential to degrade surface and receiving water quality via stormwater runoff. In addition, construction vehicles and equipment are prone to tracking soil from work areas to paved roadways, which could exacerbate sedimentation of receiving waters. Pollutants of concern during construction activity generally include sediment, trash, petroleum products, concrete water, sanitary waste, and chemicals.

The Project would be required to comply with NPDES construction permit regulations (NPDES Permit for General Construction Activity, Order No. 2022-0057-DWQ), which require the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP), included as PPP WQ-1. As part of the SWPPP, erosion and sediment control measures would be included to minimize potential pollutants from entering stormwater during construction. These measures include the use of construction BMPs to ensure that impacts related to degradation of water quality would be less than significant. Erosion control BMPs used to prevent the degradation of water quality in the construction area may include the use of:

- silt fences;
- sediment/desilting basins;
- sediment traps;
- check dams;
- fiber rolls;
- gravel bag berms;
- sandbag barriers;
- straw bale barriers;
- street sweeping and vacuuming; and
- storm drain inlet protection.

Other BMPs that could be used to enhance erosion control include scheduling to avoid wet weather events, preserving existing vegetation, and placing cover material over exposed soil. BMPs would also include practices for proper handling of chemicals such as avoidance of fueling at the construction site and overtopping during fueling, and installation of containment pans. Further, the Project would be required to comply with Municipal Code Chapter 18.04, which requires a development-specific SUSMP, which would include the applicable Low Impact Development (LID) requirements and BMPs necessary to control stormwater pollution during construction. Implementation of BMPs in compliance with the City's permitting requirements would reduce potential erosion and sedimentation impacts to below a level of significance during construction.

Operation

Operation of the Project would result in potential for pollutants such as trash and debris, and oil and grease from vehicles, similar to existing conditions. These pollutants could potentially discharge into surface waters and result in degradation of water quality. The existing site drains via surface flow to the northeast corner, out into Spring Street. The southern portion drains via surface flow out into Excelsior Drive. The proposed Project would direct runoff that is currently feeding into Spring Street and Excelsior Drive into two underground water quality infiltration drainage basins. The drainage basins are designed to treat and store up to the 85th percentile storm water depth and remaining water would drain via surface flow. The proposed Project would improve the overall drainage of the site since the existing conditions strictly drain via surface

flow into the public drainage system. Under Norwalk Municipal Code Section 18.04.105, the Project would be required to implement a SUSMP, included as PPP WQ-2, to control pollutant discharge. Implementation of the SUSMP would require use of LID features, pollutant source control features, and pollutant treatment control features, which would ensure that the Project would not violate any water quality standards, waste discharge requirements, or otherwise degrade water quality. In addition, the Project-specific SUSMP would be reviewed and approved by the City during the development review and permitting process. Therefore, operational impacts would be less than significant.

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

Less Than Significant Impact. The City's Urban Water Management Plan (UWMP) describes that the City relies on 31 percent groundwater, 65 percent imported water, and four percent recycled water. The main source of the City's water supply is the Central Groundwater Basin. Groundwater from the Central Basin is managed by the Central Basin Municipal Water District (CBWD), which manages basin water supply through the Basin Production Percentage (BPP) (Norwalk UWMP, 2020). The BPP is set based on groundwater conditions, availability of imported supplies, and precipitation. The Central Groundwater Basin is an adjudicated basin and the watermaster of this basin is made up of three governing bodies: the administrative body, water rights panel, and the storage panel. Since the Central Basin groundwater is controlled and overseen by the Central Basin Watermaster, all groundwater supplies utilized by the Project would be monitored to ensure usage is within the allocated amount provided to the water rights holder and the basin is not over pumped.

Water supply estimates are characterized in part by land use projections. The Project is consistent with the existing Heavy Industrial General Plan land use designation. Thus, water usage of the Project has been accounted for within the 2020 UWMP projections. Additionally, the amount of groundwater pumped is limited by the CBWD and the Project would not directly pump water from the Project area, as water supplies would be provided by CBWD.

Infiltration of the Project site would not substantially change; pre-development conditions contain approximately 99-percent impervious area while post-development conditions would contain approximately 93-percent impervious area (Appendix M). As a result, the proposed Project would increase pervious area onsite and would not decrease groundwater supplies or interfere substantially with groundwater recharge; and the Project would not impede sustainable groundwater management of the basin. Thus, the proposed Project would have a less than significant impact.

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?

Less Than Significant Impact. The Project site does not contain, nor is adjacent to, a stream, river, creek, or other flowing water body. Thus, impacts related to alteration of the course of a stream or river would not occur. The Project site is relatively flat and would drain into the internal stormwater system proposed.

Construction

Construction and demolition activities would disturb and expose soil, which could be moved by wind and water, resulting in erosion and sedimentation of stormwater runoff. However, the Project site does not include any slopes, which reduces the construction erosion potential. Implementation of a SWPPP, through the use of construction BMPs, as required by the County of Los Angeles MS4 Permit, and preparation of the Project-specific SUSMP would ensure that Project impacts resulting in a degradation of water quality would be less than significant.

Operation

The existing site drains via surface flow to the northeast corner, out into Spring Street. The southern portion drains via surface flow out into Excelsior Drive. The proposed Project would direct runoff that is currently feeding into Spring Street and Excelsior Drive into two underground water quality infiltration drainage basins. The drainage basins are designed to store up to the 85th percentile storm water depth and remaining water would drain via surface flow.

During Project operation, the pervious areas would be landscaped with groundcover that would inhibit erosion. There would be no substantial areas of bare or disturbed soil onsite subject to erosion. In addition, the Project is required to implement a SUSMP that would provide operational BMPs to ensure that operation of the warehouse would not result in erosion or siltation. With implementation of these regulations, impacts related to erosion or siltation onsite or off-site would be less than significant.

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

Less than Significant Impact. The Project site does not include, and is not adjacent to, a natural stream or river. According to the Federal Emergency Management Agency (FEMA) Map the Project site is not within a Flood Zone. As described previously, buildout of the Project would decrease the amount of surface runoff, as the percentage of impervious surface would decrease onsite compared to existing conditions (Appendix M). Additionally, the proposed Project would direct runoff that is currently feeding into Spring Street and Excelsior Drive into two underground infiltration drainage basins. The drainage basins are designed to store up to the 85th percentile storm water depth and remining water would drain via surface flow. Therefore, impacts would be less than significant.

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?

Less Than Significant Impact. As described previously, the Project site would result in a decrease of impervious surfaces compared to existing onsite conditions. The Project proposes to construct on-site catch basins with filter inserts prior to flow into the two underground infiltration basins each designed to store and treat the 85th percentile storm water depth in accordance with LA County LID standards. Any remaining surface runoff would then drain via surface flow or through preexisting concrete gutters before being discharged into the public drainage system. Since the proposed Project would add landscaping to the site, the pervious area onsite would increase by about 20,000 SF (DRC Engineering, 2023). In addition, the proposed on-site underground infiltration basin would reduce the post-development runoff rates (DRC Engineering, 2023). As such, the Project would not contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

iv. Impede or redirect flood flows?

No Impact. The Project is within Flood Zone X, an area of minimal flood hazard (FEMA, 2024). Zone X is an area determined to be outside the 0.2 percent annual change floodplain. Thus, the Project would not impede or redirect flood flows, and impacts would not occur.

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

No Impact. The Project site is within Flood Zone X, an area of minimal flooding (FEMA, 2024). Thus, the Project site is not located within a flood hazard area that could be inundated with flood flows and result in release of pollutants. Impacts related to flood hazards and pollutants would not occur from the Project. Tsunamis are tidal waves generally caused by shallow earthquakes, sea floor landslides, rock falls, and exploding volcanic islands. The Project is approximately 11.15 miles east of the ocean shoreline. Based on the distance of the Project site to the Pacific Ocean, the Project is not at risk of inundation from tsunami.

Therefore, the Project would not risk release of pollutants from inundation from a tsunami. No impacts would occur.

Seiching is a phenomenon that occurs when seismic ground shaking induces standing waves within a closed body of water. Seiches may cause retention structures to fail and flood downstream properties. The Project site is not near any closed bodies of water; therefore, the proposed Project would not risk release of pollutants from inundation from seiche. No impact would occur.

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

Less than Significant Impact. As described previously, the Project would result in more impervious area onsite in comparison to existing conditions. Therefore, the Project would not interfere with groundwater recharge and impacts related to groundwater recharge would not occur. As discussed further in Section 5.19, *Utilities and Service Systems*, water demands from the Project have been accounted for in the City of Norwalk 2020 UWMP, since the Project is consistent with the existing land use designation. The 2020 UWMP determined that water supply and demands will be met, and the City would monitor groundwater withdrawals so as to not overdraft supplies. Therefore, the Project would not conflict with the CBWD groundwater management plan.

During construction and operation, the Project would be required to comply with water quality control regulations through implementation of a Project-specific SWPPP and SUSMP. Compliance with each plan would be ensured through the City's permitting process, as well as through post-construction BMP inspections and verifications. Therefore, impacts related to water quality control plans would be less than significant.

Existing Plans, Programs, or Policies

PPP WQ-1: Stormwater Pollution Prevention Plan. Prior to grading permit issuance, the Project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a Qualified SWPPP Developer (QSD) in accordance with the California State Water Resources Control Board National Pollution Discharge Elimination System (NPDES) Storm Water Permit Order No. 2022-0057-DWQ (General Construction Permit). The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other NPDES regulations to limit the potential of erosion and polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by the City of Norwalk staff or its designee to confirm compliance.

PPP WQ-2: Standard Urban Stormwater Management Plan. Prior to grading permit issuance, the Project Applicant shall have a Standard Urban Stormwater Management Plan (SUSMP) approved by the City for implementation. The Project shall comply with the City's Municipal Section 18.04.105 and the Municipal Separate Storm Sewer System (MS4) permit requirements in effect for the Regional Water Quality Control Board (RWQCB) at the time of grading permit to control discharges of sediments and other pollutants during construction and operations of the Project.

Mitigation Measures

No mitigation measures related to hydrology and water quality are required.

Sources

DRC Engineering, Inc. L.P. (2023). - *Preliminary Low Impact Development Plan*. (Appendix I).

DRC Engineering, Inc. (2023). *Preliminary Hydrology Study*. (See Appendix J)

Federal Emergency Management Agency (FEMA). (2024). *National Flood Hazard Layer* (NFHL) Viewer. Map #06037C1837F. From:

https://www.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd

Los Angeles Regional Water Quality Control Board. NPDES Municipal Permit. From: https://www.waterboards.ca.gov/losangeles/

The City of Norwalk. (2023). *Municipal Code*. From: https://ecode360.com/NO4978

The City of Norwalk. (2020). *Urban Water Management Plan*. From: chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://wuedata.water.ca.gov/getfile?filename=/public%2Fuwmp_attachments%2F6124677360%2FNorwalk%20Final%202020%20UWMP_2021-07-01.pdf

5.11. LAND USE AND PLANNING

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

a) Physically divide an established community?

No Impact. The physical division of an established community could occur if a major road were built through an established community or neighborhood, or if a major development was built which was inconsistent with the land uses in the community such that it divided the community. The environmental effects caused by such division could include lack of, or disruption of, access to services, schools, or shopping areas. It could also include the creation of blighted buildings or areas due to the division of the community.

The proposed Project would redevelop an existing industrial site with a new industrial warehouse building in an already urbanized area that is surrounded by industrial uses. The Project does not include the construction of a new road or the implementation of an inconsistent land use into the Project's vicinity. In addition, the Project site is not adjacent to any residential communities. Therefore, no impact would occur.

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?

Less than Significant Impact. The Project site has a General Plan designation of Heavy Industrial and is zoned Heavy Manufacturing (M2). The proposed Project would redevelop an existing site that is currently developed with warehouse buildings with a new industrial warehouse building whose tenants would be consistent with the M2 zone allowable uses. Additionally, the City's plan check and permitting process would ensure that the Project complies with the applicable zoning and Municipal Code requirements. Thus, impacts related to conflict with a policy adopted for the purpose of avoiding or mitigating an environmental effect would not occur. As shown in Table 5.11-1, the proposed Project would be consistent with the goals and policies of the Norwalk General Plan. As such, the Project would not conflict with General Plan policies and impacts would be less than significant.

Table 5.11-1: General Plan Policy Consistency

Policy	Consistency
T Policy 1.14: Limit driveway access to arterials streets to maintain a desired quality of arterial traffic flow.	**Consistent.** As discussed in Section 3, *Project Description*, driveway access for the Project would be from entrances on Excelsior Drive and Carmenita Road. Additionally, the location of the driveways are remaining the same since the Project site is currently developed with existing driveways.
T Policy 3.1: Encourage new development which facilitates transit services, provides for non-automative circulation and minimizes vehicle miles traveled.	**Consistent.** The Project would construct pedestrian access into the site off Excelsior Drive to promote the use of nearby public transit. As discussed in Section 5.17,

Policy	Consistency
	Transportation, the proposed Project would have a less than significant impact related to VMT and no mitigation measures would be required. Furthermore, the Project would implement the requirements on the City's Transportation Demand Management Ordinance, as contained in Municipal Code Section 17.03.080.
T Policy 3.4: Encourage the implementation of employer Transportation Demand Management (TDM) requirements included in the City's adopted TDM ordinance and in the South Coast Air Quality Management District's Regulation 15 Program.	**Consistent.** As discussed in Section 5.17, *Transportation*, the proposed Project would have a less than significant impact related to VMT and no mitigation measures would be required. In addition, as discussed in Section 5.3, *Air Quality*, emissions related to operations of the Project would be less than significant.
T Policy 4.3: Promote new development that is designed in a manner which (I) 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.	**Not Applicable.** This policy is intended for residential, commercial, or recreational development. The Project proposes an industrial warehouse development.
T Action 4.3.1: Require new development to fund transit facilities, such as bus shelters and turn-outs, where appropriate.	**Not Applicable.** The Project site is currently developed with an industrial use and the transit facilities currently provide for these operations. A significant growth in employees would not occur in comparison to the existing use. Therefore, this policy is not applicable to the Project.
T 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.	**Not Applicable.** The Project site is currently developed with an industrial use and the transit facilities currently provide for these operations. A significant growth in employees would not occur in comparison to the existing use. Therefore, this policy is not applicable to the Project.
T Policy 5. I: Require proposed developments, whenever feasible, to dedicate easements for Class I bikeways and to provide additional right-of-way for Class II bike lanes in the project vicinity on all major roadways or other roadways where deemed appropriate.	**Not Applicable.** The driveways of the proposed Project would connect to Excelsior Drive and Carmenita Road. The Project would not require any changes to existing roadway design and there are no existing or planned bikeways on these roadways.
T 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.	**Consistent.** The Project would include eight bike racks and a lunch patio located at the southern end of the proposed industrial warehouse. Furthermore, the Project would provide shower facilities for employees.
T 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.	**Consistent.** The Project would include 6-foot-wide sidewalks on-site to provide pedestrian access from Excelsior Drive to the main entrance of the proposed building.
T Policy 6.4: For all future construction or modifications, drainage grates should be designated for a curb-face inlet. If this design is not feasible, then the drainage grates should be designated with a honeycomb or short angled slot pattern.	**Consistent.** The Project's design must receive City staff approval; therefore, the drainage grates will align with the City's requirements.
T Policy 7.I: Provide sufficient on- and off-street parking.	**Consistent.** The Project would include 141 passenger car parking spaces including 111 standard stalls, 6 ADA

Policy	Consistency
	spaces, 4 electric vehicle charging stalls, 19 electric ready stalls, and 2 accessible electric vehicle stalls.
T Policy 7.3: Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials. Encourage the use of right-turn-in, right-turn-out type of driveways to reduce crossing conflicts on the arterials.	**Consistent**. As described in the *Project Description* the Project would only include ingress and egress driveways at existing driveway points onto Excelsior Drive and Carmenita Road. Therefore, the Project would not result in conflict with arterials.
T Policy 8. 1: Provide primary truck routes on selected arterial streets to minimize the impacts of truck traffic on residential areas.	**Consistent.** The Project is close to I-5 and properly zoned within an industrial area, so the traffic impact on residential areas would not be substantial. The Project would be required to utilize existing truck routes on Carmenita Road and Rosecrans Avenue.
T Policy 8.3: Provide loading areas and access ways that are located to avoid conflicts with non-truck traffic.	**Consistent.** The on-site parking for the passenger vehicles would be located on the perimeter of the site to provide distance between non-truck traffic and warehouse and manufacturing operations.
LU Policy 1-16: Require projects to include adequate on-site parking and encourage joint use of existing private parking facilities for public use during off-hours together with joint development of public/private parking facilities.	**Consistent.** The Project would include 141 passenger car parking spaces including 111 standard stalls, 6 ADA spaces, 4 electric vehicle charging stalls, 19 electric ready stalls, and 2 accessible electric vehicle stalls, which would meet the Municipal Code's parking requirements.
LU Policy 1-20: Require new developments to install all on-site utilities and connections to distribution systems underground.	**Consistent.** As discussed in Section 5.19, *Utilities and Service Systems,* all necessary site utilities would be undergrounded as part of the Project.
LU Policy 1-22: Promote water and wastewater conservation practices to reduce the water and sewage flows from existing and future developments.	**Consistent.** As discussed in Section 5.10, *Hydrology and Water Quality,* the Project would include underground infiltration basins that can store the 85th percentile storm water depth. Landscape and plumbing water features would also follow the CalGreen Plumbing Code for efficient water use.
LU Policy 2-2: Encourage developments to be well located and functionally integrated with adjacent transit facilities.	**Consistent.** The Project is surrounded by other industrial facilities and is 1,073 feet away from the Carmenita/Mapledale bus stop, which would encourage transit use by Project employees.
LU Policy 2-3: Encourage the consolidation of abutting commercial parcels into unified commercial development projects or as separate projects that work and function together as a unit.	**Consistent.** As displayed in Table 2.4-1 of Section 2, *Project Setting,* the surrounding existing land uses are industrial facilities which are consistent with the proposed Project.
LU Policy 2-7: Encourage the maintenance and enhancement of areas important to the creation of a positive image for Norwalk.	**Consistent.** As discussed in Section 3, *Project Description,* the Project would enhance the visual appeal of the existing site with the inclusion of a consistent varied color scheme, blue glazing, and aluminum canopies. The Project would also include well-manicured ornamental landscaping. The Project would include 25,000 SF of ornamental landscaping in comparison to the existing use which does not have any landscaping.
ILU Policy 1-2: Encourage the provision of adequate buffers between industrial and residential uses to mitigate impacts from noise, light, view, traffic and	**Consistent.** As discussed in Section 3, *Project Description,* the Project site is properly zoned for the proposed use and the closest residential area is about 980 feet away

Policy	Consistency
parking by the development of standards that require mitigation between land uses.	from the site. Additionally, the Project site is surrounded by existing industrial development and no residential uses or residentially zoned property abut the site.
ILU Implementation Program 1: Require industrial developments to incorporate adequate buffers for any abutting residential uses which adequately protect residential areas from adverse impacts due to noise, light, visibility of and from industrial activity, vehicular traffic and parking, and risks to property.	
C Policy 1-7: Encourage the use of alternative energy sources, such as solar power.	**Consistent.** As discussed in Section 5.6, *Energy,* the Project would have a less than significant consumption of energy and would maintain CalGreen compliance. Furthermore, the Project would be designed to achieve LEED Gold Certification and would include a solar ready roof.
C Policy 1-8: Encourage the use of drought-tolerant plant materials in compliance with the State of California Water Conservation in Landscaping Act.	**Consistent.** As detailed in Section 3, *Project Description,* the proposed landscaping would include vegetation that requires low water usage. The Project would also be incompliance with the City's Water Efficient Landscape Ordinance (NMC 14.03.020).
C Policy 1-9: 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.	**Consistent.** Specified in Section 5.10, *Hydrology and Water Quality,* the project would decrease the amount of impervious surface from 99-percent to 93-percent thus, reducing the total amount of paved surface onsite. The proposed Project would include 25,000 SF of landscaping surrounding the building and parking area.
OS Policy 4-1: 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.	**Not Applicable.** As discussed in Section 5.16, *Recreation,* the proposed industrial warehouse would not result in an influx of new residents and would not generate a substantial population to require construction or expansion of park facilities. Furthermore, the Project would include a patio for recreational use by Project employees.
OS Policy 4-4: 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.	
OS Policy 5-2: Encourage coordination between private development and public streetscape, including landscaping, signage and lighting.	**Not Applicable.** The Project does not include street frontage where collaboration with the public streetscape would be necessary. Aside from the driveway entrance, the Project is not visible from public roads.
OS Policy 6-1: Usable private and group open space should be provided in adequate amounts and locations to meet the needs of all on-site users.	**Not Applicable.** As discussed in Section 5.16, *Recreation,* the proposed industrial warehouse would not directly increase the residential population therefore the Project would not generate the additional need for parkland. However, the site does include a 14-foot by 24-foot lunch patio to provide employees with an outdoor area.
OS Policy 6-2: Suitable amenities should be provided within private and group open space areas to encourage their use.	
OS Policy 11-2: Require all new developments to install street trees in accordance with the streetscape Master Plan.	**Not applicable.** The Project would not share a large property line with an adjacent street as the Project would only include approximately 50 feet of street frontage along Excelsior Drive. Therefore, the compliance with the streetscape Master Plan does not apply.

Policy	Consistency
N Policy 1-3: Discourage truck traffic from using local residential streets.	**Consistent.** As discussed in Section 3, *Project Description,* the Project site is properly zoned for the proposed use and the closest residential area is about 980 feet away from the site. Project trucks would utilize existing truck routes in order to avoid local residential streets. The Trucks leaving and entering the Project site would utilize Carmenita Road and Excelsior Drive to access I-5.
N Policy 1-7: Ensure that proposed noise sources are reduced below a level of significance and properly muffled to prevent noise impacts on neighboring properties.	**Consistent.** As discussed in Section 5.13, *Noise,* the Project's construction and operational noise would be below thresholds and no noise impacts would occur.
S Policy 1-3: Consider seismic requirements when determining the location and design of critical, sensitive and high-occupancy facilities.	**Not Applicable.** The Project is not a critical, sensitive, or high-occupancy facility. As discussed in Section 5.7, *Geology and Soils,* the site is not located within a fault zone. However, the Project site is within a seismically active region and would implement CBC requirements.
S Policy 1-5: New development and other land use entitlements should be reviewed by emergency response agencies to ensure that public safety can be adequately provided.	**Consistent.** As discussed in Section 5.15, *Public Services,* the emergency response agencies responsible for the proposed Project have been contacted and the Projects impact would be less than significant.
CD Policy 1-1: 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.	**Consistent.** As discussed in Section 3, *Project Description,* the proposed Project consistent with the current zoning of the site and the neighboring land uses as it is surrounded by industrial uses.
U Policy 2-3: Promote water conservation practices to reduce the sewage flows from existing and future developments.	**Consistent.** Landscape and plumbing water features would also follow the CalGreen Plumbing Code for efficient water use. The Project would be designed to achieve LEED Gold Certification, which would reduce the water demand associated with restroom facilities.
U Policy 2-4: Promote the use of earthquake-resistant materials and construction design in all utility systems.	**Consistent.** As stated in Section 5.7, *Geology and Soils,* the Project would be built in compliance with CBC which includes specific requirements for seismic safety, which would require the Project to adhere to design condition as set forth in the Project-specific Geotechnical Investigation.
U Policy 3-1: Promote water conservation in both City operations and in private development to minimize the need for the development of new water sources and facilities.	**Consistent.** Landscape and plumbing water features would also follow the CalGreen Plumbing Code for efficient water use.
U Policy 3-3: Ensure the provision of adequate fire flow rates in all new development.	**Consistent.** As stated in Section 5.19, *Utilities and Services Systems,* the Project would install 540 linear feet of a 12-inch water line for fire water service on-site which has been approved by the Los Angeles County fire Department which services the Project site.
U Policy 6-2: Encourage energy conservation in both public and private buildings.	**Consistent.** As discussed in Section 5.6, *Energy,* the Project would have a less than significant consumption of energy and would maintain CalGreen compliance and would be designed to achieve LEED Certification.

Policy	Consistency
U Policy 9-1: Comply with the provisions of AB 939 to reduce solid waste.	**Consistent.** The Project would comply with the City's Municipal Code Section 8.48.630 that requires 75-percent of total construction and demolition debris to be reused or recycled, as further discussed in Section 5.19, *Utilities and Service Systems*. The Project would also comply with AB 341 which requires diversion of a minimum of 75-percent of operational solid waste.
U Policy 9-2: Encourage public and private recycling programs.	

Regional Transportation Plan/Sustainable Communities Strategy

The Project would be required to comply with the goals and policies of SCAG's 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). As shown in Table 5.11-2, the proposed Project would be consistent with the goals and policies of the plan. As such, no impact related to regional plan inconsistency would occur.

Table 5.11-2: RTP/SCS Consistency

RTP/SCS Policy	Proposed Project Consistency
Complete Streets	
Support implementation of Complete Streets demonstrations (including those addressing curb space management) to accommodate and optimize new technologies and micromobility devices, first/last mile connections to transit and last-mile deliveries	**Consistent.** The Project does not currently propose any roadway improvements. As discussed in Section 5.17, *Transportation*, the proposed Project would install onsite sidewalks which would connect pedestrian access from the building entrance to Excelsior Road. In addition, the Project would not conflict with Complete Streets policies as it would not result in any modifications to surrounding roadways.
Support community-led Complete Streets plans and projects, including those that take into account how to mitigate or adapt to climate change impacts (e.g., extreme heat)	
Transit and Multimodal Integration	
Increase multimodal connectivity (e.g., first/last mile transit and airport connections), which includes planning for and developing mobility hubs throughout the SCAG region	**Consistent.** The Project does not currently propose any roadway improvements. As discussed in Section 5.17, *Transportation*, the proposed Project would install onsite sidewalks which would connect pedestrian access to the public right-of-way. In addition, the Project would install bike racks onsite to encourage the use of bikes. Furthermore, the Project would not conflict with SCAG's goals for mobility hubs, which are developed on a more regional basis.
Expand the region's networks of bicycle and pedestrian facilities. This includes creating more low stress facilities, such as separated bikeways and bike paths, slow streets, and open streets	
Safety	
Work with local, state and federal partners to advance safer roadways, including reduced speeds to achieve zero deaths and reduce GHGs	**Consistent.** As discussed in Section 5.17, *Transportation*, the proposed Project would include driveways, internal roadways, and onsite sidewalk construction that would be built according to the CBC and City design guidelines to ensure safe vehicle movements. Furthermore, GHG impacts from the Project would be less than significant.

RTP/SCS Policy	Proposed Project Consistency
Sustainable Development	
Research the availability of resources that can support the development of water and energy-efficient building practices, including green infrastructure	**Consistent.** As discussed in Section 5.6, *Energy*, the proposed Project would comply with CALGreen/Title 24 requirements to implement energy conservation measures and water efficient plumbing. The Project would also include water efficient landscaping.
Air Quality	
Coordinate with local, regional, state and federal partners to meet federal and state ambient air-quality standards and improve public health	**Consistent.** As described in Section 5.3, *Air Quality*, particulate emissions would be below significance thresholds. The proposed Project would also be required to comply with all relevant State, regional, and local regulations and policies for reducing emissions.
Clean Transportation	
Support the deployment of clean transit and technologies to reduce greenhouse gas emissions as part of the CARB innovative clean technology (ICT) rule	**Consistent.** As discussed in Section 5.6, *Energy*, the proposed Project would comply with CALGreen/Title 24 requirements to implement energy conservation measures and water efficient plumbing. Furthermore, GHG impacts from the Project would be less than significant.
Natural and Agricultural Lands Preservation	
Work with implementation agencies to support, establish or supplement voluntary regional advance mitigation programs (RAMP) for regionally significant transportation projects to mitigate environmental impacts, reduce per-capita VMT and provide mitigation opportunities through the Intergovernmental Review Process	**Not Applicable.** The proposed Project would install onsite sidewalks which would connect pedestrian access to public transit stops. As discussed in Section 5.17, Transportation, the proposed facility would result in a less than significant VMT impact due to the low number of trips accessing the site.
Continue efforts to support partners in identifying priority conservation areas— including habitat, wildlife corridors, and natural and agricultural lands—for permanent protection	**Consistent.** As discussed in Section 5.4, *Biological Resources*, the Project site is currently developed with two industrial buildings and does not contain any landscaping or agricultural lands.
Support the integration of nature-based solutions into implementing agency plans to address urban heat, organic waste reduction, protection of wetlands, habitat and wildlife corridor restoration, greenway connectivity and similar efforts	**Consistent.** As discussed in Section 5.4, *Biological Resources*, the Project site is currently developed with two industrial buildings and associated parking and is not suitable habitat for any sensitive species and does not serve as a wildlife corridor. Furthermore, the Project would include onsite landscaping where there is none, which would reduce urban heat island effect.
Climate Resilience	
Develop partnerships and programs to support local and regional climate adaptation, mitigation and resilience initiatives	**Consistent.** As discussed in Section 5.19, *Utilities and Service Systems,* the proposed Project would be required to implement the CalGreen Plumbing Code for efficient use of water. Additionally, as discussed in Section 5.10, *Hydrology and Water Quality*, development and construction of the Project site would require preparation of and adherence to a SWPPP and SUSMP. Therefore, development of the site would not deplete or pollute groundwater resources.
Collaborate with partners to foster adoption of systems and technologies that can reduce water demand and/or increase water supply, such as alternative groundwater recharge technologies, stormwater capture systems, urban cooling infrastructure and greywater usage systems	

RTP/SCS Policy	Proposed Project Consistency
Workforce Development	
Provide technical assistance to help local jurisdictions realize their economic and workforce-development goals	**Consistent.** As described in Section 5.16, *Population and Housing*, development of the proposed Project would result in the need for 95 full time employees, which would help promote the City's jobs-housing balance.
Encourage the growth of, and equitable access to, living-wage jobs throughout the region	

Thus, the proposed Project would not conflict with any applicable regulations adopted for the purpose of avoiding or mitigating an environmental effect and impacts would be less than significant.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to land use and planning that are applicable to the Project.

Mitigation Measures

No mitigation measures related to land use and planning are required.

Sources

City of Norwalk. (2023) *Municipal Code* (Accessed on 5/16/2024) at: https://ecode360.com/NO4978

City of Norwalk. (1996) *General Plan* (Accessed on 5/16/2024).From: chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.norwalk.org/home/showpublisheddocument/20041/636561304601230000

5.12. MINERAL RESOURCES

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

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The Project site is currently developed with two industrial buildings, and no active mining operations occur on-site. According to Figure 9.6, Mineral Resources, of the Conservation and Natural Resources Element of the Los Angeles County General Plan, the Project site is not designated as a mineral resource zone. Therefore, development of the site would not 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 would occur.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on the general plan, specific plan or other land use plan?

No Impact. As described above, the Project site is not located within a region of known mineral significance nor does it support any existing mining operations. The site has a General Plan designation of Heavy Industrial and does not support mineral extraction activities onsite. In addition, the General Plan does not designate any area within the City for mineral resource recovery. Therefore, implementation of the Project would not result in the loss of locally important mineral resources, and impacts would not occur.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to mineral resources that are applicable to the Project.

Mitigation Measures

No mitigation measures related to mineral resources are required.

Sources

Los Angeles County Department of Regional Planning. (2014). *General Plan 2035. Figure 9.6, Mineral Resources*. From: https://planning.lacounty.gov/wp-content/uploads/2022/11/9.1_Chapter9_Figures.pdf

5.13. NOISE

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

The discussion below is based on the Noise and Vibration Impact Analysis prepared by Vista Environmental (Vista Environmental, 2024) included as Appendix K.

Construction Noise and Vibration Standards

Noise

The City of Norwalk Municipal Code Section 9.04.150, Particular Acts, contains the following specific acts relevant to noise and vibration which are declared to be unlawful:

- **E. Construction or Repairing of Buildings.** The erection (including excavation), demolition, alteration, construction or repair of any building other than between the hours of seven a.m. and six p.m. or sunset daily, whichever is later, except in the case of urgent necessity in the interest of public health and safety, and then only with a permit from the Director of Building and Safety, which permit may be granted for a period not to exceed three days while the emergency condition continues, and which permit may be renewed for periods of three days or less while the emergency continues; if the Director of Building and Safety should determine that public health, safety, comfort and convenience will not be impaired by the erection, demolition, alteration or repair of any building or the excavation of sites other than streets and highways within the hours of six p.m. or sunset, whichever is later, and seven a.m., or any part, and that substantial loss or inconvenience would result to any party in interest denied permission to do so, he or she may grant permission for such work, or any part, to be done, within the hours of six p.m. or sunset, whichever is later, and seven a.m., or any day, or at such times within such hours as he or she shall fix in accordance with such determination;
- **F. Pile Drivers, Hammers, Etc.** The operation between the hours of six p.m. or sunset, whichever is later, and seven a.m. of any pile driver, steam shovel, pneumatic hammer, derrick hoist, or other appliances, the use of which is attended by loud or unusual noise, unless the Director of Building and Safety grants permission pursuant to the standards provided in subsection E of this section.

Because the City does not have construction noise level limits for activities that occur within the specified hours in Section 9.40.150, construction noise for the Project was assessed using criteria from the Federal Transit

Administration's (FTA) Transit Noise and Vibration Impact Assessment Manual (FTA, 2018). Table 5.13-1 presents the FTA's general assessment daytime and nighttime construction noise criteria.

Table 5.13-1: FTA Construction Noise Criteria

Land Use	Day (dBA $Leq_{(8\text{-hour})}$)	Night (dBA $Leq_{(8\text{-hour})}$)	30-day Average (dBA Ldn)
Residential	80	70	75
Commercial	85	85	80[1]
Industrial	90	90	85[1]

Notes: [1] Use a 24-hour $Leq_{(24\ hour)}$ instead of $Ldn_{(30\ day)}$.
Source: Noise and Vibration Impact Analysis (Appendix K)

Vibration

The City of Norwalk does not have construction vibration standards. As such, this analysis relies on vibration standards from the California Department of Transportation's *Transportation and Construction Vibration Guidance Manual*. Thresholds are established for continuous (construction-related) and transient (transportation-related) sources of vibration, which found that the human response becomes distinctly perceptible at 0.24 inch per second PPV for transient sources and 0.035 inch per second PPV for continuous sources. The Manual also found that vibration may potentially damage industrial buildings at 2.0 inch per second PPV and older residential structures at 0.5 inch per second PPV.

Operational Noise and Vibration Standards

The City of Norwalk Municipal Code establishes the following applicable standards related to noise and vibration during project operation.

Section 9.04.100 – Noise Prohibited

No person shall make, continue or cause to made or continued, any loud, unnecessary or unusual noise, or any noise which either annoys, disturbs, injures or endangers the comfort, repose, health, peace or safety of others within the limits of the City.

Section 9.04.120 – Ambient Noise Level

"Ambient noise" means the all-encompassing noise associated with a given environment being usually a composite of sounds with many sources near and far, without inclusion of intruding noises from isolated identifiable sources.

Unless sound-level meter readings determine the ambient noise level in a given environment to be higher, the allowable ambient noise levels in Norwalk are listed in Table 5.13-2.

Table 5.13-2: Permitted Noise Levels

Decibels	Time	Zone
45 dBA	Night	Residential
55 dBA	Day	Residential
60 dBA	Anytime	Commercial
65 dBA	Anytime	All other zones

Source: City of Norwalk Municipal Code, Section 9.04.120

Section 9.04.140 – General Noise Regulations

Use Restricted. Notwithstanding any other provision of this article and in addition to this article, it is unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary or unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.

Prima Facie Violation. An average noise level reading measured pursuant to Section 9.04.130 which 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 five decibels** shall be deemed to be prima facie evidence of a violation of the provisions of this article.

Section 9.04.150 – Particular Acts

In addition to the provisions of Section 9.04.140, the following specific acts are declared to be unlawful:

D. Exhausts. The discharge into the open air of the exhaust of any steam engine, stationary internal combustion engine, motor boat or motor vehicle, except through a muffler or other device which effectively prevents loud or explosive noises.

Existing Ambient Noise Levels

Noise measurements were taken in order to document existing baseline levels in the area. Noise level measurements were collected on Tuesday, February 13, 2024, at three locations between 11:01 a.m. and 11:58 a.m. (Vista, 2024). Measurement locations are shown in Table 5.13-3.

Table 5.13-3: Existing (Ambient) Nosie Measurement Results

Site No.	Description	Primary Noise Source	Start Time of Measurement	Measured Noise Level (dBA Leq)	Measured Noise Level (dBA Lmax)
1	Located near the northwest corner of the Project site.	Air compressor	11:01a.m.	55.1	65.8
2	Located northwest of Project site, in front of nearest home at 14527 Carmenita Road.	Vehicles on Carmenita Road	11:21 a.m.	73.2	83.8
3	Located west of the Project site, near southeast corner of Ramona Park.	Vehicles on alley behind Lowe's	11:43 a.m.	58.2	75.0

Source: Noise and Vibration Impact Analysis, Appendix K

Sensitive Receptor Locations

The City's General Plan aims to protect areas of the City that are noise sensitive such as residences, schools and hospitals. The closest noise sensitive receptor to the Project site is a home on the northwest corner of the intersection of Carmenita Road and Mapledale Street that is located approximately 980 feet northwest of the Project site. The nearest school is the Ramona Preschool that is located as near as 1,500 feet west of the Project site. Although not considered a sensitive receptor, there are existing industrial buildings that are adjacent to the south property line of the Project site.

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact.

Construction

Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Construction is expected to occur in the following stages: demolition, site preparation, grading, building construction, architectural coating, and paving. Construction of the proposed Project would occur over a 14-month period. The Project would not include pile driving, which typically results in the highest construction noise volumes.

The Project construction noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings.

Noise impacts from construction activities associated with the proposed Project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. Noise levels generated by heavy construction equipment have the potential to range from approximately 73 dBA to 90 dBA, as shown on Table 5.13-4. Temporary construction noise impacts would vary because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. As shown in Table 5.13-5, the construction noise levels are expected to range from 43 to 74 dBA at the nearby sensitive and non-sensitive receptor locations.

Table 5.13-4: Construction Equipment Noise Emissions and Usage Factors

Equipment Description	Number of Equipment	Acoustical Use Equipment	Spec 721.560 Lmax at 50 feet[2] (dBA, slow[3])	Actual Measured Lmax at 50 feet[4] (dBA, slow[3])
Demolition				
Concrete/Industrial Saw	1	20	90	90
Excavator	3	40	85	81
Rubber Tired Dozer	2	40	85	83
Site Preparation				
Rubber Tired Dozers	3	40	85	82
Crawler Tractors	4	40	84	N/A
Building Construction				
Crane	1	16	85	81
Forklift (Gradall)	3	40	85	83
Generator	1	20	90	90
Tractor	1	40	84	N/A
Front End Loder	1	40	80	79
Backhoe	1	40	80	78
Welder	1	40	73	74
Paving				
Pavers	2	50	85	77

Equipment Description	Number of Equipment	Acoustical Use Equipment	Spec 721.560 Lmax at 50 feet[2] (dBA, slow[3])	Actual Measured Lmax at 50 feet[4] (dBA, slow[3])
Paving Equipment	2	50	85	77
Rollers	2	20	85	80
Architectural Coating				
Air Compressor	1	40	80	78

Source: Noise and Vibration Impact Analysis, Appendix K

Table 5.13-5: Construction Noise Levels at the Nearby Receptors

Construction Phase	Construction Noise Level (dBA Leq) at:		
	Nearest Home to Northwest[1]	Nearest School to West[2]	Nearest Industrial Building to South[3]
Demolition	58	55	73
Site Preparation	59	57	74
Grading	59	56	74
Building Construction	58	56	74
Paving	53	56	74
Architectural Coatings	45	43	60
FTA Construction Noise Threshold[3]	**80**	**80**	**90**
Exceed Thresholds?	**No**	**No**	**No**

Notes:
[1] The nearest home to the northwest is located as near as 1,380 feet from the center of the Project site.
[2] The nearest school to the west is located as near as 1,800 feet from the center of the Project site.
[2] The nearest industrial building to the south is located as near as 235 feet from the center of the Project site.
[3] The FTA Construction noise thresholds are detailed above in Table 5.13-1.
Source: Noise and Vibration Impact Analysis, Appendix K

As shown in Table 5.13-5, the greatest construction noise levels would occur during the site preparation phase with a noise level as high as 59 dBA Leq at the nearest home to the northwest, as high as 57 dBA Leq at the nearest school to the west, and as high as 74 dBA Leq at the nearest industrial building to the south. As shown the noise levels are within the construction noise standards of 80 dBA for nearby sensitive receptors and 90 dBA for nearby industrial uses. These predicted noise levels would only occur when all construction equipment is operating simultaneously; and therefore, are assumed to be rather conservative. While construction-related short-term noise levels have the potential to be higher than existing ambient noise levels in the Project area under existing conditions, the noise impacts would be temporary and would no longer occur once the Project construction is completed.

In addition, Section 09.04.150(E) of the Norwalk Municipal Code, states that construction related activities are exempt from noise regulations provided the activities take place during the hours of 7:00 a.m. to 6:00 p.m. or sunset whichever is later, which the Project would comply with and is included as PPP N-1. Therefore, Project construction would be compliant with the City's noise related standards and impacts would be less than significant.

Operation

Onsite Noise Impacts

The operation of the proposed industrial warehouse building may create an increase in onsite noise levels from onsite truck travel and truck loading area activities, rooftop mechanical equipment, forklift activities, a backup generator, and automobile parking lot activities.

Section 9.04.140(B) of the Municipal Code limits noise to residential properties to the ambient noise level plus 5 dBA. Section 9.04.120(B) of the Municipal Code defines ambient noise level as the higher of either sound-level meter readings or 45 dBA during the night and 55 dBA during the day at residential properties, 60 dBA at commercial properties, and 65 dBA at all other zones. Although the noise limits provided in Section 9.04.140(B) of the Municipal Code only apply to residential properties, this analysis has also applied these noise limits to the nearest school and warehouse, in order to provide a conservative analysis. As such, the applicable noise standards for the nearest home to the northwest is 60 dBA during the daytime (i.e. 55 dBA ambient plus 5 dBA) and 50 dBA during the nighttime, 65 dBA anytime of the day at the at the school to west, and 70 dBA anytime of the day at the industrial to the south.

As shown in Table 5.13-6, the Project's worst-case operational noise from simultaneous operation of all noise sources on the Project site would result in noise levels of 34 dBA at the nearest home, 32 dBA at the nearest school, and 66 dBA at the nearest industrial building. As shown, all noise levels would be within the City's noise standard of ambient plus 5 dBA as set forth in Section 9.04.140(B) of the Municipal Code. Therefore, onsite operational noise impacts would be less than significant.

Table 5.13-6: Operational Noise Levels at the Nearby Receptors

	At Home to Northwest		At School to West		At Industrial to South	
Noise Source	**Distance - Source to Receiver (feet)**	**Noise Level[1] (dBA Leq)**	**Distance - Source to Receiver (feet)**	**Noise Level[1] (dBA Leq)**	**Distance - Source to Receiver (feet)**	**Noise Level[1] (dBA Leq)**
Rooftop Equipment[2]	1,020	20	1,510	17	190	35
Auto Parking Lot[3]	1,230	15	1,520	13	8	59
Onsite Truck Travel and Loading Area[4]	1,240	21	1,510	20	30	54
Forklift[5]	1,240	33	1,510	31	30	65
Generator[6]	1,540	28	1,930	26	170	47
Combined Noise Levels		**34**		**32**		**66**
City Noise Standards (Day/Night)[7]		**60/50**		**65/65**		**70/70**
Exceed City Noise Standards?		**No**		**No**		**No**

Notes:
[1] The noise levels were calculated through use of standard geometric spreading of noise from a point source with a drop-off rate of 6.0 dB for each doubling of the distance between the source and receiver. Does not account for noise reduction features, such as buildings located between noise source and receptor.
[2] The rooftop equipment is based on a reference noise measurement of 65.1 dBA Leq at 6 feet.
[3] The auto parking lot based on a reference noise measurement of 63.1 dBA Leq at 5 feet.
[4] The onsite truck travel and loading area based on a reference noise measurement of 63.3 dBA Leq at 10 feet.
[5] The forklift based on a reference noise measurement of 74.4 dBA Leq at 10 feet.
[6] The generator is based on the CAT specification sheets of 81.1 dBA at one meter.
[7] City Noise Standard obtained from Section 9.04.140(B) of the Municipal Code of Ambient plus 5 dBA.
Source: Noise and Vibration Impact Analysis, Appendix K

Off-Site Traffic Noise Impacts

Vehicle noise is a combination of the noise produced by the engine, exhaust and tires. The level of traffic noise depends on three primary factors (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The proposed Project would be located in an industrial area that is surrounded by other warehouses on a site that is currently used for industrial purposes. As such, the vehicle mix of automobiles and trucks generated by the proposed industrial warehouse would be anticipated to be similar to the existing vehicle mix on the nearby roads. In addition, the proposed Project would not alter the speed limit on any existing roadway so the proposed Project's potential offsite noise impacts have been focused on the noise impacts associated with the change of volume of traffic that would occur with development of the proposed Project.

Neither the General Plan nor the Municipal Code defines what constitutes a "substantial permanent increase to ambient noise levels." As such, this impact analysis has utilized guidance from the FTA for a moderate impact that shows that an acceptable project contribution to the noise environment can range between 0 and 7 dB, which is dependent on the existing roadway noise levels. Based on the noise measurement at 14527 Carmenita Road of 73.2 dBA Leq (see Table 5.13-3, above), the allowable vehicle noise increase threshold would be plus 1 dBA.

According to the *Carmenita Norwalk Warehouse Project Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis* (Traffic Analysis) prepared for the project, the RV Storage Depot that is currently operating on the Project site generates 154 average daily trips (ADT) and the proposed industrial warehouse would generate 338 ADT, which would result in a net increase of 184 ADT (EPD Solutions, Inc., 2024). According to the *Traffic Impact Study Bridge Univar Industrial Warehouse 13900 Carmenita Road,* prepared by Crown City Engineers, Inc., October 14, 2019, Carmenita Road north of Interstate 5 had 35,300 ADT for year 2021 conditions. The proposed Project would contribute up to 0.52 percent of the ADT on Carmenita Road. In order for Project-generated vehicular traffic to increase the noise level on any of the nearby roadways by 3 dBA, the ADT would have to double, or by 1.5 dBA, the ADT would have to increase by 50 percent. As such, the proposed Project's roadway noise impacts would be well below the FTA's allowable noise increase threshold of plus 1 dBA detailed above. Therefore, operational roadway noise impacts would be less than significant.

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

Less than Significant Impact with Mitigation Incorporated.

Construction

The construction activities for the proposed Project would include demolition, site preparation, grading, building construction, paving, and application of architectural coatings. Vibration impacts from construction activities associated with the proposed Project would typically be created by the operation of heavy off-road equipment. The nearest offsite structures are the industrial buildings that are adjacent to the south property line.

Since the City does not provide any limits to the vibration levels that may be created from construction activities, the vibration thresholds provided in Caltrans Guidance Manual have been utilized and include a damage to the nearby industrial building threshold of 2.0 inch per second PPV and a human annoyance vibration threshold from transient sources of 0.24 inch per second PPV.

The primary source of vibration during construction would be from the operation of a bulldozer and a vibratory roller. As shown in Table 5.13-7, a large bulldozer would create a vibration level of 0.089 inch per second PPV at 25 feet and a vibratory roller would create a vibration level of 0.21 inch per second at 25 feet. The nearest structures to the Project site are the industrial buildings that are adjacent to the south property line, where the closest potential distance equipment could operate next to these buildings is around

3 feet. Based on typical propagation rates, the vibration level at the nearest structure from a large bulldozer would be approximately 0.92 inch per second PPV and from a vibratory roller would be 2.16 inch per second. The vibration level at the nearest structure would be within the Caltrans building damage threshold of 2.0 inch per second PPV and the Caltrans human annoyance threshold of 0.24 inch per second PPV. Therefore, vibration related to the operation of heavy machinery within proximity to offsite structures is potentially significant.

Therefore, Mitigation Measure N-1 is included to require that the Applicant restrict the use of a large dozer, vibratory roller, or any other large earthmoving equipment within 25 feet of any offsite structure. For all grading activities that occur within 25 feet of any offsite structure, the Applicant shall require the use of a small dozer or other type of equipment that is less than 150 horsepower. As shown in Table 5.13-7 below a small bulldozer would create a vibration level of 0.003 inch-per-second PPV at 25 feet. Based on typical propagation rates, the vibration level at the nearest structure would be 0.031 inch per second PPV, which would be below the 0.24 inch per second PPV human annoyance threshold detailed above. Therefore, with implementation of Mitigation Measure N-1, impacts related to construction vibration would be less than significant.

Table 5.13-7: Vibration Source Levels for Construction Equipment

Equipment	Peak Particle Velocity (inches/second)	Approximate Vibration Level (L_v)at 25 feet
Clam shovel drop (slurry wall)	0.202	94
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Operation

The proposed Project would include the development of an industrial warehouse building. The proposed Project would result in trucks operating on the Project site and on surrounding roadways, which are a known source of vibration. Caltrans has done extensive research on vibration level created along freeways and state routes and their vibration measurements of roads have never exceeded 0.08 inches per second PPV at 15 feet from the center of the nearest lane, with the worst combinations of heavy trucks. Truck activities on the Project site would occur onsite as near as 30 feet from the nearest offsite structure to the south. Based on typical propagation rates, the vibration level at the nearest offsite structure would be 0.04 inch per second PPV. Therefore, vibration resulting from operation of the proposed Project would be below the human annoyance threshold from transient sources of 0.24 inch per second PPV detailed above and impacts would be less than significant.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. There are no airports within two miles of the Project site. The closest airport is the Fullerton Municipal Airport, which is about 3.70 miles southeast of the Project site. The Project site is not located within any land use compatibility zone, nor is it within an airport safety zone. Similarly, the Project site is not located within the vicinity of a private airstrip and would not expose people residing or working in the Project area

to excessive noise levels related to an airstrip. No impacts related to airport or airstrip noise would occur from implementation of the Project.

Existing Plans, Programs, or Policies

PPP N-1: Construction Hours: Section 09.04.150(E) of the Norwalk Municipal Code states that construction-type devices may be utilized between the hours of 7:00 a.m. to 6:00 p.m. or sunset whichever is later.

Mitigation Measures

Mitigation Measure N-1: Construction Vibration. The Project Applicant shall require that all construction contractors restrict the operation of any large bulldozers that is powered by a greater than 150 horsepower engine or any vibratory rollers from operating within 25 feet of any off-site structure. The Project Applicant shall require the use of a small bulldozer (i.e., D1, D2, or D3 dozers) or other type of equipment that is less than 150 horsepower to perform all demolition and grading activities that are located within 15 feet of any off-site structure.

Sources

Vista Environmental. (2024). *Noise and Vibration Impact Analysis*. (See Appendix K.)

5.14. POPULATION AND HOUSING

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

a) Induce substantial unplanned population growth in an area, either directly or indirectly?

Less than Significant Impact. The Project would not involve the construction of any homes, businesses, or other uses that would result in direct population growth. In addition, the proposed Project does not include the extension of roads or other infrastructure. The Project would be served by the existing adjacent roadway system, and utilities would be provided by the existing infrastructure that is located with the adjacent roadways. Therefore, the proposed Project would not extend roads or other infrastructure that could indirectly induce unplanned population growth.

The Project proposes to redevelop an existing industrial site, which is currently developed with two multi-tenant industrial warehouse buildings totaling 89,870 SF, with a new 138,972 SF industrial warehouse building. Development of the Project would be consistent with the General Plan land use and zoning designations for the site, which are used by both local and regional agencies to determine anticipated growth. The Project would result in a FAR of approximately 0.45; however, the City of Norwalk General Plan Land Use designation of Heavy Industrial does not have a maximum allowed FAR.

The existing operational use within the Project site includes two operational warehouse buildings requires approximately 59 employees. The Project may result in indirect population growth to staff the proposed warehouse. Using SCAG employment density factors within the County of Los Angeles (1 employee per 1,518 SF of warehouse uses and 1 employee per 829 SF of manufacturing uses), operation of the Project would result in approximately 107 employees. Therefore, the Project would result in approximately 48 new employees onsite. The employees that would fill these roles are anticipated to come from the region. Within the City of Norwalk and the County of Los Angeles, the manufacturing industry accounts for approximately 14.7 percent and 8.5 percent of employment, respectively. The unemployment rate of Los Angeles County in January 2024 was 5.9 percent, the City of Norwalk was 5.7 percent, and the City of Cerritos was 4.9 percent (BLS, 2024a; BLS, 2024b; BLS, 2024c). Due to these levels of unemployment, it is anticipated that new employees at the Project site would already reside within commuting distance and would not generate a substantial need for housing.

Similarly, during construction, workers are anticipated to come from the local region and travel from job site to job site, and do not typically relocate. As described in the Project Description, construction of the proposed Project is anticipated to occur over 14 months. The temporary need for construction workers on the Project site would not induce substantial unplanned population area in the Norwalk area. Overall, the Project would result in less than significant impacts to direct or indirect substantial unplanned population growth.

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

No Impact. The Project site is currently developed with two industrial use buildings and does not contain any housing. The Project would redevelop the site to construct a new industrial warehouse building. No housing would be displaced by implementation of the proposed Project, and no impact would occur.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to population and housing that are applicable to the Project.

Mitigation Measures

No mitigation measures related to population and housing are required.

Sources

BLS (U.S. Bureau of Labor Statistics). (March 2024a). *BLS Data Viewer – Unemployment Rate: Cerritos city, CA (U)*. Retrieved March 21, 2024, from https://beta.bls.gov/dataViewer/view/timeseries/LAUCT061255200000003

BLS (U.S. Bureau of Labor Statistics). (March 2024b). *BLS Data Viewer – Unemployment Rate: Los Angeles County, CA (U)*. Retrieved March 21, 2024, from https://beta.bls.gov/dataViewer/view/timeseries/LAUCN060370000000003

BLS (U.S. Bureau of Labor Statistics). (March 2024c). *BLS Data Viewer – Unemployment Rate: Norwalk city, CA (U)*. Retrieved March 21, 2024, from https://beta.bls.gov/dataViewer/view/timeseries/LAUCT065252600000003

SCAG (Southern California Association of Governments). (October 2001). *Employment Density Study Summary Report*. Retrieved March 21, 2024, from https://www.mwcog.org/file.aspx?A=QTTITR24POOOUIw5mPNzK8F4d8djdJe4LF9Exj6IXOU%3D

5.15. 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:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

a) Result in substantial adverse physical impacts associated with the provision of 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:

i. Fire Protection?

Less than Significant Impact. The City of Norwalk contracts with the LACoFD to provide fire protection services to the City. LACoFD provides services to the resident community and business population in an area of approximately 9.35 square miles. The LACoFD provides services including fire prevention and suppression, emergency medical services, technical rescue, and hazardous materials response. The LACoFD has two fire stations located in the City of Norwalk. The closest fire station is Fire Station 20, located at 12110 E. Adoree St., Norwalk, CA 90605, which is approximately 2.5 roadway miles northwest of the Project site.

The existing warehouses onsite result in a current demand for fire protection and emergency medical services. Operation of the proposed industrial warehouse may result in an incremental increase in demand for fire protection and emergency medical services as a result of the increased employee density onsite. However, the Project would include new fire prevention infrastructure pursuant to current code requirements and the LACoFD Fire Prevention Division has reviewed the proposed Project site plan to determine the adequacy of access and water system requirements, further ensuring that the Project's fire protection/suppression systems are properly designed. The City has adopted the California Fire Code in Chapter 15.08 of the City Municipal Code, which regulates new structures related to safety provisions, emergency planning, fire-resistant construction, fire protection system, and appropriate emergency access throughout the site. Additionally, as the Project site is currently developed with industrial uses, the proposed use is not anticipated to generate new or different calls for service when compared to existing conditions.

The main driver for an increase in the demand for public services is an increase in population. The Project does not propose any residential units, would be served by an existing fire station, and would be constructed pursuant to existing California Fire Code regulations; therefore, the Project would not result

in the need for new or physically altered fire department facilities that could cause significant environmental impacts. Additionally, the Project would pay required development impact fees, as specified in Title 32 Appendix QQ of the Los Angeles County Fire Code, and have plans approved by the LACoFD. Therefore, the Project would result in less than significant impacts related to fire protection services.

ii. Police Protection?

Less than Significant Impact. The Los Angeles County Sheriff Department provides policing services for the City of Norwalk under contract. The closest sheriff station is located at 12335 Civic Center Drive, approximately 2.6 roadway miles northwest of the Project site. The existing warehouse uses onsite result in a demand for sheriff services. Crime and safety issues during Project construction may include theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism. During operation, the Project is anticipated to generate a typical range of police service calls, such as vehicle break-ins and vandalism. Security concerns would be addressed by providing low-intensity security lighting. Also, pursuant to the City's existing plan check and permitting process, the Sherrif Department would review the Project's site plan and photometric plan to ensure that design measures are incorporated appropriately to provide a safe environment. Additionally, as the Project site is currently developed with industrial uses, the proposed use is not anticipated to generate new or different calls for service when compared to existing conditions.

Additionally, as discussed in Section 5.14, *Population and Housing,* Project operation would not directly increase the City's population. Therefore, the Project would not result in a substantial change to existing demand for sheriff services and the Project would not result in the need for new or physically altered sheriff protection facilities. Impacts related to sheriff protection services would be less than significant.

iii. Schools?

Less than Significant Impact. As described previously, the Project is not anticipated to generate a new population as it does not propose the construction of residential units. Thus, the Project would not directly generate students and the Project would not impact the Norwalk-La Mirada Unified School District, which serves the Project site. Additionally, the Project site is currently developed and operating with an industrial use, and redevelopment of the site with a new industrial use would not result in additional demand on schools. During construction of the Project, workers are anticipated to come from the local region and travel from job site to job site. Construction of the Project is anticipated to occur over 14 months. Due to the temporary nature of construction, construction workers and their student-aged children are not anticipated to move to the Project area. Thus, substantial in-migration of employees that could generate new students is not anticipated to occur.

As required by all Projects within the City, the proposed Project is required to pay School Mitigation Impact fees, as included by PPP PS-1. Additionally, pursuant to Government Code Section 65995 et seq., the need for additional school facilities is addressed through compliance with school impact fee assessment. SB 50 (Chapter 407 of Statutes of 1998) sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project on mitigation of a project's impacts on school facilities in excess of fees set forth in the Government Code. The Project would be required to contribute fees to the Norwalk La Mirada Unified School District in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50). Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services. Overall, impacts related to schools would be less than significant.

iv. Parks?

Less than Significant Impact. The proposed Project would develop a new industrial warehouse building and does not include development of park facilities; however, Ramona Park, a public park, is located

0.29 mile away from the Project site. In addition, as described previously, the proposed Project is not anticipated to result in an influx of new residents, as the employees needed to operate the proposed buildings are primarily anticipated to come from the unemployed labor force in the region. Further, the Project site is currently developed and operating with an industrial use and redevelopment of the site would not result in an increased demand on parks within the vicinity. Thus, the proposed Project would not generate a substantial population that would require construction or expansion of park facilities, and impacts would be less than significant.

v. Other Public Facilities?

Less than Significant Impact. The Project site is 1 mile away from La Mirada Little Free Library #26428 and 1.94 miles away from the La Mirada Library. The Project site is also 2.28 miles and 2.11 miles away from two different Unites States Postal Service locations. The proposed Project would not result in an increased residential population or a significant increase in the local workforce. Further, the Project site is currently developed and operating with an industrial use and redevelopment of the site would not result in an increased demand on public facilities within the vicinity. Based on these factors, the proposed Project would not result in any long-term impacts to other public facilities.

Existing Plans, Programs, or Policies

PPP PS-1: School Fees: Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the Applicant shall provide payment of the appropriate fees set forth by the applicable school districts related to the funding of school facilities pursuant to Government Code Section 65995 et seq.

Mitigation Measures

No mitigation measures related to public services are required.

Sources

City of Norwalk. (2023). *Municipal Code* From: https://ecode360.com/NO4978

County of Los Angeles. (2023) *Fire Department*. From https://locator.lacounty.gov/fire/Location/3298550/los-angeles-county-fire-department---station-20

County of Los Angeles. (2023). *Sheriff Department*. From https://lasd.org/norwalk/

5.16. RECREATION

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

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would be accelerated?

Less than Significant Impact. The City of Norwalk maintains the local parks and provides recreational services for the Project area. The closest park to the Project site is Ramona Park, 0.17-mile northwest. The Project would not include any residential facilities and would not cause a direct increase in residential population. As previously discussed, the Project would not result in substantial unplanned population growth. Therefore, the Project would not increase the use of existing recreational facilities such that physical deterioration of the facility would occur or be accelerated. Overall, impacts related to physical deterioration of a recreation facilities would be less than significant.

b) Include or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The Project would construct a warehouse on a site that is currently developed with an industrial facility and would not directly increase the residential population of the City. The Project does not propose the construction or expansion of recreational facilities or parks. Thus, no impacts would occur from the construction of new or expanded recreational facilities.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to recreation that are applicable to the Project.

Mitigation Measures

No mitigation measures related to recreation are required.

Sources

None.

5.17. TRANSPORTATION

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

The discussion below is based on the Trip Generation and VMT Screening Analysis, prepared by EPD Solutions, Inc. (EPD 2024) (Appendix L). The report was modeled on a previous site plan with a larger building square footage and represents a conservative analysis of Project impacts.

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

Less than Significant Impact.

Construction

Construction activities associated with the Project would generate vehicular trips from construction workers traveling to and from the Project site, delivery of construction supplies and import materials to, and export of debris from, the Project site. However, these activities would only occur for an estimated time period of 14 months. The increase of trips during construction activities would be limited and is not anticipated to exceed the number of operational trips described below. The short-term vehicle trips from construction of the Project would not conflict with a program, plan, ordinance or policy addressing the circulation system and impacts would be less than significant.

Operation

As detailed in the Project Description, the Project site is currently developed with two multi-tenant existing industrial warehouse buildings totaling 89,870 SF. The Project would redevelop the existing site with a new speculative industrial building totaling 138,972 SF, or an increase of 49,102 SF beyond the existing square footage.[1] Approximately 20 percent of the building would be speculatively used for cold storage.

[1] The trip generation prepared for the Project was prepared based off a previous site plan showing a building area of 144,901 SF, which provides a conservative analysis of potential trips resulting from the Project.

Transit Facilities

In addition, the Project area is currently served with transit service from the Los Angeles County Metropolitan Transportation Authority (LA Metro) and Norwalk Transit System (NTS). The Project site is served by the LA Metro Bus line 460. There is a bus stop at the intersection of Carmenita Road and Mapledale Street, 0.26 mile north of the Project site. Operation of the Project would not affect the operation of the bus routes. Thus, no impacts would occur.

Bicycle Facilities

There are no existing bicycle lanes along Excelsior Drive and the adjacent portion of Carmenita Road. Implementation of the Project would therefore not alter any bicycle lanes.

Pedestrian Facilities

There are no existing sidewalks since the property does not have a street frontage aside from the driveway. As a result, operation of the Project would not conflict with a program, plan, ordinance or policy addressing the circulation system and impacts would be less than significant.

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

Less than Significant Impact. CEQA Guidelines section 15064.3 subdivision (b) discusses the use of vehicle miles traveled (VMT) for the impact analysis. The City of Norwalk has not adopted VMT guidelines, so the County of Los Angeles guidelines were utilized to analyze potential VMT impacts. For non-retail projects, the guidelines state projects that generate fewer than 110 net daily passenger trips are generally exempt from preparing a Transportation Impact Analysis to analyze VMT. As shown in Table 5.17-1, the Project would generate 99 net daily passenger trips. Therefore, the Project would meet the screening guideline set forth in Section 3.1.2.3 of the Los Angeles County guidelines. Therefore, the Project would screen out of a VMT analysis, and impacts can be presumed to be less than significant.

Table 5.17-1 shows the trips generated by the existing manufacturing and warehouse land uses and forecasts the net new trip generation of the Project. As shown in Table 5.17-1, the Project would result in approximately 185 new daily trips, 26 new AM peak hour, and 23 new PM peak hour trips compared to the existing uses onsite.

Table 5.17-1: Project Trip Generation

				AM Peak Hour			PM Peak Hour		
Land Use		**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates									
150 - Warehousing[1]		TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18
110 - General Light Industrial [2]		TSF	4.87	0.65	0.09	0.74	0.09	0.56	0.65
Existing Project Trip Generation									
Existing Warehousing[1]	89.870	TSF	154	12	4	16	5	12	17
Vehicle Mix [3]		***Percent***							
Passenger Vehicles		72.50%	112	9	3	12	4	8	12
2-Axle Trucks		4.60%	7	1	0	1	0	1	1
3-Axle Trucks		5.70%	9	1	0	1	0	1	1
4+-Axle Trucks		17.20%	26	2	1	3	1	2	3
		100%	154	13	4	17	5	12	17
Proposed Project Trip Generation									
Total Building Square footage	144.901								
Proposed General Light Industrial [2]	28.9802	TSF	141	19	3	22	3	16	19
Vehicle Mix[3]		**Percent**							
Passenger Vehicles		72.50%	102	14	2	16	2	12	14
2-Axle Trucks		4.60%	6	1	0	1	0	1	1
3-Axle Trucks		5.70%	8	1	0	1	1	0	1
4+-Axle Trucks		17.20%	24	3	1	4	0	3	3
		1.0	140	19	3	22	3	16	19
Proposed Warehousing[1]	115.921	TSF	198	15	5	20	6	15	21
Vehicle Mix [4]		***Percent***							
Passenger Vehicles		55.30%	109	8	3	11	4	8	12
2-Axle Trucks		15.50%	31	2	1	3	1	2	3
3-Axle Trucks		4.90%	10	1	0	1	0	1	1
4+-Axle Trucks		24.30%	48	4	1	5	1	4	5
		100%	198	15	5	20	6	15	21
Total New Trip Generation			339	34	8	42	9	31	40
Total New Passenger Trip Generation			211	22	5	27	6	20	26
Net New Passenger Trip Generation			99	13	2	15	2	12	14
Net New Trip Generation			185	22	4	26	4	19	23

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

[1] Trip rates from the Institute of Transportation Engineers, *Trip Generation Manual,11th Edition, 2021* . Land Use Code 150 - Warehousing.

[2] Trip rates from the Institute of Transportation Engineers, *Trip Generation Manual,11th Edition, 2021* . Land Use Code 110 - General Light Industrial.

[3] Vehicle Mix from the Warehouse Truck Trip Study Data Results and Usage, July 17, 2014. Without Cold Storage

[4] Vehicle Mix from the Warehouse Truck Trip Study Data Results and Usage, July 17, 2014. With Cold Storage

Source: VMT Screening Memo, Appendix K

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

Less than Significant Impact. The Project would develop and operate a new warehouse building onsite that is compatible with the zoning and land use. The Project's design would be reviewed by the City during the plan check and permitting process. Truck turning movements have been studied using industry standard templates and comply, thus the geometric design features of the Project site would not result in increased

hazards. Access to the Project site would be via a 35-foot driveway on Excelsior Drive and a 31-foot road which provides reciprocal access through the adjacent property to the west of the site. The driveways would be designed in compliance with the City's design standards to provide for adequate turning for passenger cars, fire trucks, and delivery trucks.

Additionally, the Project site does not include any visual obstructions that would block sight distance at the driveways or that would prohibit full access in, and out of, the Project area. Therefore, there would be adequate line of sight and proper turning radii for trucks pursuant to City standards which would ensure safe turning movements to and from the site. Thus, motorists entering and exiting the Project site would be able to do so comfortably, safely, and without undue congestion. As such, Project access and circulation would be adequate, and Project impacts related to hazardous design features would be less than significant.

d) Result in inadequate emergency access?

Less than Significant Impact. The proposed Project would develop and operate a new industrial warehouse building that would be permitted and approved in compliance with existing safety regulations, such as the California Building Code and Fire Code (as integrated into the City's Municipal Code) to ensure that it would not result in inadequate emergency access.

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. During construction, Excelsior Drive and Carmenita Road would remain open to ensure adequate emergency access to the Project area and vicinity. Thus, impacts related to inadequate emergency access during construction activities would not occur.

As described above, operation of the proposed Project would also not result in inadequate emergency access. Direct access to the Project site would be provided from Excelsior Drive and Carmenita Road. The driveway and onsite circulation constructed by the Project would be evaluated through the City's permitting procedures to meet the City's design standards that provides adequate turning space for passenger cars, fire trucks, and delivery trucks. The Project is also required to provide fire suppression facilities (e.g., hydrants and sprinklers). The Norwalk Fire Department has reviewed and approved the development plans as part of the plan check and permitting procedures to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). As a result, impacts related to inadequate emergency access would not occur.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to transportation that are applicable to the Project.

Mitigation Measure

No mitigation measures related to transportation are required.

Sources

City of Norwalk. (N.D.). *Norwalk Transit Systems. Fares and Schedules*. From: https://www.norwalk.org/city-hall/departments/norwalk-transit-system-nts/fares-schedules

Los Angeles County Metropolitan Transportation Authority (LA Metro). Maps & Timetables. Metro Local Line 62. Available at: https://media.metro.net/documents/4e3d8753-426a-4447-8d5e-e12952103ea5.pdf

EPD Solutions, Inc. (2024). *Trip Generation Analysis and VMT Screening Analysis*. (Appendix L)

5.18. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) 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)?	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☐	☐	☒

a) 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)?

No Impact. Chapter 532, Statutes of 2014 (Assembly Bill [AB] 52), requires that Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives lead agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a "tribal cultural resource." Also, per AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects.

An archaeological records search was completed in order to identify any previously recorded archaeological sites within the Project boundary or in the immediate vicinity. According to the records search, 29 resources were identified within a one-half mile radius, none are located on the Project site and all are historic and primarily built environment resources. Additionally, Brian F. Smith and Associates requested a Sacred Lands File (SLF) search from the Native American Heritage Commission. The NAHC responded that the SLF search yielded negative results for known tribal cultural resources or sacred lands within a one-mile radius of the Project site.

Pursuant to the requirements of AB 52, the City sent informational letters about the proposed Project and requests for consultation to each tribe on the City's list of tribes requesting consultation on February 5, 2024. These tribes include the following: Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Torres Martinez Desert Cahuilla Indians and Soboba Band of Luiseno Indians. No responses were received from contacted tribes. Thus, no impacts would occur related to tribal cultural resources.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

No Impact. As discussed above, no substantial evidence has been provided to the Lead Agency indicating any likelihood of uncovering tribal cultural resources on the Project site, and there are no known tribal cultural resources on or adjacent to the Project site.

Additionally, as described previously, California Health and Safety Code, Section 7050.5 requires that if human remains are discovered in the Project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Therefore, no impacts would occur related to tribal cultural resources.

Existing Plans, Programs, or Policies

PPP CUL-1: Human Remains. Listed previously in Section 5.5, Cultural Resources.

Mitigation Measures

None.

Sources

BFSA Environmental Services. (2024). *Cultural Resources Study* . (See Appendix E).

Governor's Office of Planning and Research (OPR). Tribal Consultation Guidelines, Supplement to General Plan Guidelines. November 14, 2005. Available at: http://nahc.ca.gov/wp-content/uploads/2019/04/SB-18-Tribal-Consultation-Guidelines.pdf

5.19. UTILITIES AND SERVICE SYSTEMS

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

a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact.

Water Infrastructure

The City's Water Division of the Public Works Department supplies potable water for residents and businesses. The proposed Project is within an urbanized, developed area of Norwalk and would redevelop a site currently utilized for industrial uses. Carmenita Road contains 6-inch and 12-inch water lines and Excelsior Drive contains a 6-inch water line. The Project would connect to the existing 6-inch water line in Excelsior Drive and would use the existing infrastructure throughout the site. In addition, offsite, the Project would install 590 linear feet of a 12-inch water line from the street connection in Carmenita Road through the adjacent property to the west of the Project site to the site property line for fire water service. The analysis of the construction activities related to the proposed water service line is included as a part of the Project and would not result in any physical environmental effects beyond those identified throughout this MND. For example, analysis of construction emissions resulting from the installation of the water infrastructure is included in Sections 5.3, *Air Quality,* and 5.8, *Greenhouse Gas Emissions*, which were determined to result in less than significant impacts. Therefore, potential impacts related to the construction of the on-site water service line would be less than significant.

Wastewater Treatment

The Los Angeles County Sanitation District (LASD) treats wastewater from the City. Local sewer lines are owned and maintained by the City, while the LASD owns, operates, and maintains the large trunk sewers of the regional wastewater conveyance system. The proposed Project would connect to an existing 6-inch on-site sewer service line, which conveys wastewater to the 8-inch sewer main within Excelsior Drive. The existing sewer lines would accommodate development of the Project site and would not require expansion to serve the Project. Therefore, impacts related to wastewater treatment would be less than significant.

Stormwater Drainage

As discussed in Section 5.10, *Hydrology and Water Quality*, operation of the Project would meet treatment guidelines needed for a 25-year, 24-hour storm event (Appendix M). The proposed on-site underground infiltration basin would result in lower post-developed runoff rates compared to existing runoff rates for a 25-year storm event (Appendix M). Therefore, the Project would not require or result in the construction of new off-site storm water drainage facilities or expansion of existing off-site facilities.

The Project proposes to install several inlets and on-site drainage pipes to convey site runoff to two proposed underground infiltration basins, located at the southern and northeastern portion of the site. The existing drainage pattern would be maintained in the proposed plan such that runoff from the northern portion of the site would be discharged to Spring Avenue, while runoff from the southern portion would be discharged to Excelsior Drive. Construction activities related to the proposed on-site stormwater improvements are included as a part of the Project and would not result in any physical environmental effects beyond those identified throughout this MND. For example, analysis of construction emissions resulting from the installation of the water infrastructure is included in Sections 5.3, *Air Quality,* and 5.8, *Greenhouse Gas Emissions*, which were determined to result in less than significant impacts. Therefore, potential impacts related to the construction of the on-site stormwater infrastructure would be less than significant.

Electric Power

Electricity is provided to the City of Norwalk by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons within its 50,000 square mile service area. Based on SCE's 2021 Power Content Label Mix, SCE derives electricity from varied energy resources including: natural gas, solar power generation, wind farms, nuclear power plants, hydroelectric generators, and geothermal power plants. SCE also purchases power from open market transactions, which do not have identifiable sources (California Energy Commission, 2024). The proposed Project would connect to existing electric power therefore the impact would be less than significant.

Natural Gas

The City of Norwalk is within the service area of the Southern California Gas Company (SoCal Gas). The proposed Project would connect to existing natural gas lines in the surrounding roadways; therefore, impacts would be less than significant.

Telecommunications

The City of Norwalk is within the service area of Charter Spectrum, DirecTV, Dish Network, and Frontier Communications. Existing communication lines are present in the roadways surrounding the Project site. The Project would connect to lines within the surrounding roadways. Therefore, impacts related to dry utilities would be less than significant.

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

Less than Significant Impact. According to the City of Norwalk 2020 UWMP, the City receives its water from several sources, groundwater from the Central Groundwater Basin (Basin), imported water from CBMWD, City of Santa Fe Springs, and City of Cerritos. The City also receives recycled water from CBMWD. The City provides potable drinking water to its customers via three groundwater wells and imported water. Recycled water supply is delivered through CBMWD's recycled water. The City has prepared the 2020 UWMP in order to assess long-term water supply sources, demands, reliability, and conservation strategies. Table 5.19-1 shows the projected water supply characterization for the City, taking into account increased supply as a result of passive water savings from conservation requirements.

Table 5.19-1: City of Norwalk Water Supply Projections (acre-feet)

Source	2025	2030	2035	2040	2045
Central Groundwater Basin	2,273	2,273	2,273	2,273	2,273
Imported/Purchased	1,331	1,331	1,331	1,331	1,331
Recycled water	90	90	90	90	90
Total	3,694	3,694	3,694	3,694	3,694

Source: Norwalk 2020 UWMP.

Table 5.19-2: City of Norwalk Water Demand Projections (acre-feet)

Source	2025	2030	2035	2040	2045
Potable Water, Raw, Other Non-Potable	2,068	2,074	2,080	2,085	2,091
Recycled Water Demand	90	90	90	90	90
Total	2,158	2,164	2,170	2,175	2,181

Source: Norwalk 2020 UWMP.

Water use projections are estimated in part on expected land use development. The Project buildout is consistent with the existing Heavy Industrial General Plan land use designation; thus, water usage of the Project has been accounted for within the 2020 UWMP. The 2020 UWMP detailed a 2020 water demand of 91 gallons per capita per day (GPCD). Based on the existing onsite employee numbers, the existing onsite uses require approximately 5,369 gallons per day. Based on the estimated number of employees required for operation of the Project, as discussed in Section 5.14, *Population and Housing*, the proposed Project would result in a water demand of approximately 9,737 gallons per day (gpd). Therefore, the Project would result in an increased water demand of approximately 4,368 gpd over existing conditions. Based on the projected water demand shown in Table 5.19-2 compared to the projected supply shown in Table 5.19-1, the City of Norwalk would experience a surplus of water supply through 2045. Therefore, there would be sufficient water supplies available to service the Project and reasonably foreseeable future development during normal, dry and multiple dry years, and as such, water supply impacts related to the Project would be less than significant.

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?

Less than Significant Impact. The Project site receives wastewater treatment service from LACSD. Two wastewater treatment plants handle wastewater flow from the City of Norwalk: A.K. Warren Water Resource Facility in Carson and Los Coyotes Water Reclamation Plant in Cerritos. The two facilities combined

have the design capacity to treat 437.5 million gallons per day (mgd) and combined they treat an average of 297.5 mgd of wastewater (LACSD, 2024). In total this leaves an existing capacity of 140 mgd of wastewater between the two facilities.

The Los Angeles County General Plan Draft EIR uses an estimated wastewater generation rate of 76 GPCD (from Table 5.17-2 of the General Plan Draft EIR). Based on this factor, and an estimated employee generation of 107 persons, the Project would generate approximately 8,132 gpd of wastewater or 0.0081 mgd. The existing use requires approximately 59 employees and, based on the Los Angeles County General Plan Draft EIR, generates approximately 4,484 gpd of wastewater or 0.0045 mgd. Therefore, the Project would result in an increased demand of approximately 0.0036 mgd, which would be well within the current capacity for the LACSD; and no new or expanded offsite facilities are required. Impacts related to wastewater generation would be less than significant.

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?

Less than Significant Impact. The landfills that serve the City of Norwalk include Mid-Valley Sanitary Landfill in Rialto, the Savage Canyon Landfill in Whittier, and the Frank R. Bowerman Landfill in Irvine. The County of San Bernardino Solid Waste Management Department, the City of Whittier, and the County of Orange Waste and Recycling own and operate these landfills. Solid waste is collected and managed in the City by Athens Services. Information regarding these landfills is detailed on Table 5.19-2 below. Based on the average disposal tonnage, the landfills have a combined total daily disposal availability of 11,497 tons per day (tpd).

Table 5.19-3: Landfill Capacity

Name	Max Daily Permitted (tpd)	Average Daily Tonnage (tpd)	Available Daily Disposal (tpd)	Closure Date
Mid-Valley Sanitary Landfill	7,500	3,442	4,058	4/1/2045
Savage Canyon Landfill	3,350	288	3,062	12/31/2079
Frank R. Bowerman Landfill	11,500	7,123	4,377	12/31/2053

Source: CalRecycle

Construction

The Project would generate solid waste from construction and demolition debris during the short-term construction period. The demolition phase of construction involves removal of asphalt and the existing buildings. Based on the area of paved land and the average thickness and mass of hardscape, demolition would result in approximately 17,183 tons of debris. Solid waste would be disposed of in accordance with local solid waste disposal requirements. Additionally, Section 5.408.1 of the existing CalGreen Building Standards Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Thus, the demolition and construction solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated, or 6,014.05 tons of debris. As described in the Air Quality Analysis (Appendix A), demolition is expected to take 20 days. As such, this would equate to approximately 300 tpd of solid waste. The three landfills have a combined total daily disposal availability of 11,497 tpd, which would meet the construction-related landfill needs.

Operation

The CalEEMod solid waste generation rate for manufacturing/ warehousing is 1.42 pounds per 100 square feet per day and the solid waste generation for light industrial is 41.64 pounds per employee per day. Based on CalEEMod generation rates, the existing onsite buildings would generate approximately 1,276

pounds of solid waste per day. As the proposed warehouse is being analyzed to assume 20 percent manufacturing and 80 percent as light industrial uses, the proposed Project would generate approximately 4,850.14 pounds of solid waste per day or an additional approximately 3,574.14 pounds of solid waste per day compared to existing uses. However, at least 75 percent of the solid waste would be required to be recycled pursuant to AB 341, which would reduce the volume of landfilled solid waste to approximately 817.87 pounds per day or 2.87 tons per week.

As described above, the supporting landfill facilities have an additional capacity of approximately 11,497 tpd. Thus, the landfills would be able to accommodate the addition of 2.87 tons of waste per week from operation of the Project. Therefore, impacts related to the construction and operation of the Project on landfill capacity would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. The Project would result in redevelopment of the Project site that would generate an increased amount of solid waste. Pursuant to Section 5.408.1 of the California Green Building Standards Code, all construction would be required to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. AB 341 requires diversion of a minimum of 75 percent of operational solid waste. Implementation of the Project would be required to be consistent with all mandatory federal, state and City regulations related to solid waste. SB 1383 establishes methane emission reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants. A 50 percent reduction in the level of the statewide disposal of organic waste was established by 2020 and a 75 percent reduction by 2025. CalRecycle is the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. As required in Municipal Code Section 8.48.630 (PPP UT-1), prior to the construction of the Project, a Waste Management Plan Compliance Official documentation would be submitted to assure diversion of 65 percent of total construction debris via reuse and recycle. Additionally, landscaping maintenance would utilize organic waste collection bins for landscape trimmings. Thus, impacts related to compliance with solid waste regulations would not occur.

Existing Plans, Programs, or Policies

PPP UT-1: Solid Waste. As required by Municipal Code Section 8.48.630, prior to construction of the Project, the Applicant shall submit to the Waste Management Plan Compliance Official documentation that the diversion requirement has been met. The diversion requirement shall be that the Applicant has diverted at least 65 percent of the total construction and demolition debris generated by the Project via reuse or recycling.

Mitigation Measures

No mitigation measures related to utilities and service systems are required.

Sources

California Energy Commission. (2022) *Power Content Southern California Edison*. Retrieved at: https://www.sce.com/sites/default/files/custom-files/PDF_Files/SCE_2022_Power_Content_Label_B%26W.pdf.

CalRecycle. (N.D.) *Estimated Solid Waste Generation Rates*. Retrieved at: https://www2.calrecycle.ca.gov/wastecharacterization/general/rates

CalRecycle. (N.D.) *Solid Waste Information System Facility/Site Search*. Retrieved at: https://www2.calrecycle.ca.gov/SWFacilities/Directory/.

CalRecycle. (N.D.) *Local Government Information Center. Jurisdiction Disposal by Facility*. Retrieved at: https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility

City of Norwalk. (2020) *Urban Water Management Plan*. Retrieved at: https://www.norwalk.org/home/showpublisheddocument/27151/637947047386700000

DRC Engineering. (2023) *Preliminary Hydrology Study*. (See Appendix M).

Los Angeles County. (2014) *General Plan Draft EIR*. Accessed at: https://planning.lacounty.gov/wp-content/uploads/2022/11/gp_2035_deir.pdf

5.20. WILDFIRE

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

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

No Impact. According to Figure 12.5, *Fire Hazard Severity Zones Policy Map*, of the Los Angeles County General Plan, the City of Norwalk is not within or adjacent to a Fire Hazard Severity Zone (Los Angeles County Department of Regional Planning, 2021). Furthermore, according to the City's Local Hazard Mitigation Plan, the City does not have a Community Wildfire Protection Plan, as the City is not at risk for wildfires (City of Norwalk, 2022). Therefore, potential impacts related to an emergency response or evacuation would not occur.

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. As described in the previous response, the City of Norwalk is not susceptible to wildfire hazards, nor is the City adjacent to any Fire Hazard Severity Zones (Los Angeles County Department of Regional Planning, 2021). The areas within the Project's vicinity also do not contain hillsides or other factors that could exacerbate wildfire risks. In addition, implementation of the Project would be required to adhere to the California Fire Code, as adopted in Chapter 15.08 of the Norwalk Municipal Code. Development plans would be reviewed by the City's Building and Safety Divisions during the permitting process to ensure that the Project plans meet fire protection requirements. Therefore, no impact would occur.

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. As described in the previous responses, the Project site is not within a Fire Hazard Severity Zone. The Project does not involve any new infrastructure (such as roads, fuel breaks, emergency water sources,

power lines or other utilities) that may exacerbate fire risks or result in other impacts to the environment. Therefore, no impacts would occur.

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. As described in the previous responses, the Project site is not within a Fire Hazard Severity Zone. Adjacent areas to the Project site are relatively flat urban sites and do not contain hillsides or other factors that would expose people or structures to flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes. In addition, the Project would not generate large slopes and would install on-site drainage facilities to retain stormwater runoff. Thus, the Project would not result in risks related to wildfires or risks related to downslope or downstream flooding or landslides after wildfires. Therefore, impacts would not occur.

Existing Plans, Programs, or Policies

There are no impact reducing Plans, Programs, or Policies related to wildfires that are applicable to the Project.

Mitigation Measures

No mitigation measures related to wildfires are required.

Sources

Los Angeles County Department of Regional Planning (October 2021). *Hazard Severity Zones Policy Map* Retrieved March 21, 2024, From: https://planning.lacounty.gov/wp-content/uploads/2022/11/12.2_Chapter12_Figures.pdf.

City of Norwalk. (February 2022). *Local Hazard Mitigation Plan*. Retrieved March 21, 2024, From: https://www.norwalk.org/home/showpublisheddocument/26724/637849437930330000

5.21. MANDATORY FINDINGS OF SIGNIFICANCE

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

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant with Mitigation Incorporated. As discussed in Section 5.4, *Biological Resources*, the Project site is currently developed with 89,870 SF of industrial uses. The site does not contain any landscaping or vegetation. Therefore, the Project would not have the potential to result in potential impacts to sensitive biological resources.

As discussed in Section 5.5, *Cultural Resources*, no historic resources exist on the Project site. In addition, due to the developed nature of the Project site, there is low potential that the Project could result in impacts to previously unknown archaeological resources. However, Mitigation Measure CUL-1 has been included to provide procedures to be followed in the event that archaeological resources are discovered during grading, excavation, or construction activities. With implementation of Mitigation Measure CUL-1, impacts related to important examples of the major periods of California history or prehistory would be less than significant.

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

Less than Significant with Mitigation Incorporated. The Project would redevelop an existing industrial site with a new industrial warehouse building, consistent with the General Plan land use and zoning designations of the Project site. The cumulative effect of the proposed Project taken into consideration with other

development projects in the area would be limited, because the Project would be consistent with the City's General Plan and Municipal Code and would not result in substantial effects to any environmental resource topic, as described throughout this document. Further, the City of Norwalk General Plan EIR analyzed potential cumulative impacts related to the development of industrial uses within Heavy Industrial designated sites within the City. As such, areawide cumulative impacts related to industrial development in the City, including cumulative impacts related to the Project, were thoroughly analyzed in the City of Norwalk General Plan EIR, and an additional cumulative analysis would not be required as part of the MND pursuant to CEQA Guidelines Section 15130(d).

As discussed in Section 5.3, *Air Quality*, SCAQMD's CEQA Air Quality Handbook methodology describes that any projects that result in daily emissions that exceed any SCAQMD thresholds would have both an individually (project-level) and cumulatively significant air quality impact. If estimated emissions are less than thresholds, impacts would be considered less than significant. As shown in Table 5.3-2, CalEEMod results indicate that construction emissions generated by the proposed Project would not exceed SCAQMD regional thresholds. Operational emissions associated with the proposed Project were modeled using CalEEMod and are presented in Tables 5.3-3 and 5.3-5. As shown, emissions of criteria pollutants would be below SCAQMD's applicable thresholds and would not result in a considerable net increase of any criteria pollutant impacts. As such, cumulative air quality impacts would be less than significant. In addition, as discussed in Section 5.8, *Greenhouse Gas Emissions*, GHG emissions would be below SCAQMD thresholds. Therefore, cumulative GHG impacts would be less than significant. Thus, impacts to environmental resources or issue areas would not be cumulatively considerable; and cumulative impacts would be less than significant.

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

Less than Significant with Mitigation Incorporated. The Project consists of redevelopment of an existing developed site. The Project would not consist of any use or any activities that would result in a substantial negative effect on any persons in the vicinity. All resource topics associated with the Project have been analyzed in accordance with CEQA and the CEQA Guidelines and were found to pose no impacts, less than significant impacts, or less than significant impacts with mitigation, as previously detailed. Consequently, the Project would not result in any environmental effects that would cause substantial adverse effects on human beings directly or indirectly, with implementation of the mitigation measures that have been previously detailed.

This page intentionally left blank.

6. DOCUMENT PREPARERS AND CONTRIBUTORS

Lead Agency

City of Norwalk
12700 Norwalk Blvd
Norwalk, CA 90650

CEQA Document Preparer

EPD Solutions, Inc.
3333 Michelson Drive, Suite 500
Irvine, CA 92612

Konnie Dobreva, JD, Vice President of Environmental Planning
Meaghan Truman, Associate Environmental Planner III
Tiffany Dang, Assistant Environmental Planner
Lauren Battle, Environmental Project Coordinator