

# Alondra Maidstone Mixed Use Project

Initial Study/Mitigated Negative Declaration

November 2022

Prepared for:

Prepared by



Kimley»Horn



# **Alondra Maidstone Mixed Use Project**

## **Initial Study and Mitigated Negative Declaration**

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**Lead Agency:**

**City of Norwalk**

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Norwalk, California 90650

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November 2022

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## SECTION 1 INTRODUCTION

### 1.1 Statutory Authority and Requirements

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] §21000 et seq.) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14 §15000 et seq.). Pursuant to State CEQA Guidelines §16063, this Initial Study has been prepared to determine if the proposed Alondra Maidstone Mixed Use Project (“proposed project” or “project”) would have a significant effect on the environment. The approximately 8-acre site is located at 11600 Alondra Boulevard, at the southeast corner of Maidstone Avenue and Alondra Boulevard in the western portion of the City of Norwalk, Los Angeles County, California. The project proposes to redevelop an 8.06-acre property into a 209-dwelling unit multi-family residential community with 6 commercial flex spaces fronting Alondra Boulevard. The proposed density would be 25.93 dwelling units per acre (du/ac). Amenities include a pool area, leasing office/clubhouse, spa, and landscaped outdoor areas. The project includes 410 on-site parking spaces, including 134 one car garages, 72 carports, and 204 open guest parking spaces. The requested entitlements include a Zone Change, Precise Development Plan, and Conditional Use Permit.

State CEQA Guidelines §15063(b) states that if the Lead Agency determines that there is substantial evidence that any aspect of a project, either individually or cumulatively, may cause a significant effect on the environment, the Lead Agency shall prepare and Environmental Impact Report (EIR), use a previously prepared EIR, or determine, which of a project’s effects were adequately examined by an earlier EIR or Negative Declaration (ND). Conversely, the Lead Agency shall prepare a ND if there is no substantial evidence that the project or any of its aspects may cause a significant effect on the environment.

Pursuant to State CEQA Guidelines §15063(c), the purposes of this Initial Study are to:

- Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or ND;
- Enable an applicant or Lead Agency to modify a project, mitigate adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a ND;
- Assist in the preparation of an EIR, if one is required;
- Facilitate environmental assessment early in the design of a project;
- Provide documentation of the factual basis for the finding in a ND that a project will not have a significant effect on the environment;
- Eliminate unnecessary EIRs; and
- Determine whether a previously prepared EIR could be used with the project.

This Initial Study is intended to be used as a decision-making tool for the City of Norwalk (“City”), as the Lead Agency, and responsible agencies in considering and acting on the proposed project. Responsible agencies would comply with CEQA by considering this environmental analysis for discretionary actions associated with project implementation, if any.

State CEQA Guidelines §15063(g) specifies that as soon as a Lead Agency has determined that an Initial Study will be required for a project, the Lead Agency shall consult informally with all responsible agencies and all trustee agencies responsible for resources affected by the project to obtain their

recommendations as to whether an EIR, Mitigated Negative Declaration (MND), or ND should be prepared.

## 1.2 Summary of Findings

Pursuant to State CEQA Guidelines §15367, as the Lead Agency, the City has the authority for environmental review and adoption of the environmental documentation, in accordance with CEQA. This Initial Study has evaluated the environmental issues outlined in Section 3.2: Environmental Factors Potentially Affected. It provides decision-makers and the public with information concerning the project's potential environmental effects and recommended mitigation measures, if any.

Based on the Environmental Checklist Form and supporting environmental analysis, the project would have no impact or a less than significant impact concerning all environmental issue areas, except the following, for which the project would have a less than significant impact with mitigation incorporated.

- Biological Resources
- Cultural Resources
- Geology and Soils
- Noise
- Transportation, and
- Tribal Cultural Resources

As set forth in State CEQA Guidelines §15070, an Initial Study leading to a Mitigated Negative Declaration (IS/MND) can be prepared when the Initial Study identifies potentially significant effects but project revisions and/or mitigation measures would avoid or mitigate the effects to a point where clearly no significant effects would occur, and 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.

## 1.3 Initial Study Public Review Process

The Notice of Intent (NOI) to Adopt a MND has been provided to the County of Los Angeles County Clerk-Recorder and mailed to responsible<sup>1</sup> and trustee agencies<sup>2</sup> concerned with the project and other public agencies with jurisdiction by law over resources affected by the project. A 20-day public review period has been established for the IS/MND in accordance with State CEQA Guidelines §15073. The IS/MND, including the technical appendices, is available for review at the following locations:

- City Hall – 12700 Norwalk Boulevard,  
Norwalk CA 90650
- Norwalk Library - 12350 Imperial  
Highway, Norwalk CA, 90650

In reviewing the IS/MND, affected public agencies and the interested public should focus on the document's adequacy in identifying and analyzing the potential environmental impacts and the ways in which the project's potentially significant effects can be avoided or mitigated. Written comments on this IS/MND may be sent to:

Manraj G. Bhatia, PhD, AICP  
Senior Planner, Community Development Department  
City of Norwalk  
12700 Norwalk Boulevard  
Norwalk, CA 90650

<sup>1</sup> "Responsible Agency" includes all public agencies other than the lead agency which have discretionary approval power over the project.

<sup>2</sup> "Trustee Agency" means a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California. The project site does not include resources that involve a trustee agency.

Following receipt and evaluation of comments from agencies, organizations, and/or individuals, the City will determine whether any substantial new environmental issues have been raised. If so, further documentation may be required. If not, or if the issues raised do not provide substantial evidence that the project would have a significant effect on the environment, the IS/MND will be considered for adoption and project approval. While this MND and the supporting Initial Study and technical documents were prepared by consultants, the findings represent the City's independent judgment acting in its capacity as Lead Agency for the proposed project.

## 1.4 Incorporation by Reference

Pursuant to State CEQA Guidelines §15150, an MND may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public. Where all or part of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the MND's text.

The references noted below were used during preparation of this Initial Study. Copies of these documents are available for review on the City of Norwalk website: <https://www.norwalk.org/city-hall/departments/community-development/planning/advanced-planning-projects>.

**The Norwalk General Plan.** The City adopted its comprehensive General Plan in February 1996, while the 2013-2021 Housing Element was adopted in January 2014. The General Plan outlines the City's goals, plans, and objectives for land use within the City's jurisdiction.

**The Norwalk General Plan Update IS/MND** (SCH No. 2011051019). The Norwalk General Plan Update IS/MND was prepared in November 1995 and analyzed the potential environmental impacts that would result from implementation of the General Plan, with a forecast 2010 buildout. At the time of adoption, Norwalk's population was estimated to be 97,959 persons. The General Plan assumed a buildout population of 105,794 persons by 2010. The Norwalk General Plan Update IS/MND was used throughout this Initial Study as a source of baseline data.

**Norwalk Municipal Code** (codified through Ordinance No. 21-1728). The Norwalk Municipal Code (NMC) regulates municipal affairs within the City's jurisdiction including zoning regulations (codified in NMC Title 17). NMC Title 17 is the primary tool for implementing the General Plan goals and policies. The NMC is referenced throughout this Initial Study to establish the project's baseline requirements according to the City's regulatory framework.

## 1.5 Report Organization

This document is organized into the following sections:

**Section 1.0: Introduction** introduces and provides an overview of the project, cites the CEQA Statute and Guidelines provisions to which the proposed project is subject, and summarizes the Initial Study's conclusions.

**Section 2.0: Project Description** describes the project's location, environmental setting, background, characteristics, discretionary actions, construction program, phasing, agreements, and required permits and approvals. It also identifies the Initial Study's intended uses, including a list of anticipated permits and other approvals.

**Section 3.0: Environmental Checklist Form** provides the project background and an overview of the project's potential impacts that could result from project implementation.

**Section 4.0: Evaluation of Environmental Impacts** contains an analysis of environmental impacts identified in the environmental checklist.

**Section 5.0: References** identifies resources used to prepare the Initial Study.

## SECTION 2 PROJECT DESCRIPTION

### 2.1 Location and Setting

The approximately 8-acre site is located at 11600 Alondra Boulevard, at the southeast corner of Maidstone Avenue and Alondra Boulevard in the western portion of the City of Norwalk, Los Angeles County, California. The project site is legally described as Assessor Parcel Number [APN] 7014-001-002. The site is generally bordered by Alondra Boulevard to the north, a surface parking lot jointly owned by the ABC School District and City of Norwalk to the east, single-family residences to the south, and Maidstone Avenue to the west. Regional vehicular access to the project site is provided via State Route 91 (SR-91), located approximately 0.7 mile to the south and Interstate 605 (I-605), approximately 1 mile to the west. Local access to the project site is provided via four driveways, two along Alondra Boulevard and two along Maidstone Avenue. **Exhibit 2-1: Regional Vicinity Map** and **Exhibit 2-2: Site Vicinity Map** show the project site in a regional and local context, respectively.

### 2.2 Environmental Setting

The City of Norwalk covers 9.75 square miles in southern Los Angeles County. The City is highly urbanized and developed with a mix of residential, commercial, institutional, and light industrial uses. The local area is largely characterized by institutional land uses (Cerritos College and Excelsior High School), commercial land uses along Alondra Boulevard, and residential uses along Maidstone Avenue and College Drive. The project site was previously developed as the Norwalk Swap Meet with a building and surface parking. By 2018, the building was razed and the surface parking was used as temporary storage for construction equipment and large vehicles. The site is fully paved with surface parking and the building foundation from the former Norwalk Swap Meet building. No natural bodies of water or undisturbed land is present in the area.

#### 2.2.1 On-Site Land Uses

The project site is relatively flat but slopes northwest to southeast towards Flallon Avenue, with elevations ranging from approximately 67 feet to 70 feet above mean sea level.<sup>3</sup> The site is fully paved with surface parking and the building foundation from the former Norwalk Swap Meet building.

### 2.3 Existing Land Use Designations and Zoning

The Norwalk General Plan Land Use Map identifies the site as Neighborhood Commercial, which aims to provide commercial, retail, and service uses to serve the essential daily needs of limited, residential areas. Supermarkets, drug stores, household goods, and personal services are allowed. The City of Norwalk's zoning map depicts the project site as C-1 (Restricted Commercial) and P (Parking).

The City's Zoning Ordinance conditionally permits mixed-use developments in the C-1 and C-3 zones. Specifically, apartments uses in conjunction with commercial development are conditionally permitted. According to NMC §17.01.060, the "Mixed Use category" includes the development of a site with two or more different land uses, such as, but not limited to, a combination of residential, office or retail uses in a single or physically integrated group of structures, or the development of a combination of different land uses in a single zone. The proposed project is a mixed-use development, specifically a residential community with 6 units for flex commercial space opportunities, thereby meeting the City's definition of

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<sup>3</sup> Google. (2021). Google Earth Pro.

Mixed Use. The proposed project would be permitted under the C-1 zoning under a conditional use permit.

Portions of the project site are zoned P (Parking). Under NMC §17.08.010, the P zoning only permits parking and gas station uses. No residential or commercial developments are permitted. Therefore, the project would require a zone change to change portions of the project site from P to C-1.

### 2.3.1 Surrounding Land Uses

Land uses adjacent to and near the project site, along with the zoning and respective NMC regulations, are summarized in **Table 2-1: Surrounding Land Uses and Zoning** (see **Exhibit 2-2: Site Vicinity Map**).

Table 2-1: Surrounding Land Uses and Zoning			
Direction	Existing Land Uses	Zone Classification	NMC Section
North	Alondra Boulevard, Excelsior High School <sup>1</sup>	R-1 (Single-Family Residential Zone)	17.05.010
South	Single-family residences along College Drive, Flallon Avenue, and Maidstone Avenue	R-1 (Single-Family Residential Zone)	17.05.010
East	Surface Parking	P (Parking)	17.08.010
	Olive Trees Apartment Complex	R-3 (Multi-family High Density Residential)	17.05.0200
	Commercial Strip Mall facing Pioneer Blvd (Alondra Square Shopping Center)	C-1 (Restricted Commercial)	17.06.010
West	Commercial Strip Mall	C-1 (Restricted Commercial)	17.06.010
	Park Apartments	R-3 (Multi-family High Density Residential)	17.05.200
	Single-family Residences along Baylor Drive	R-1 (Single-Family Residential Zone)	17.05.010

NMC = Norwalk Municipal Code  
 1. Excelsior High School is within the Norwalk-La Mirada Unified School District, which does not serve the project site.  
 Source: Kimley-Horn, 2022.

## 2.4 Project Characteristics

### 2.4.1 Project Overview

The project applicant proposes to redevelop an 8-acre property into a mixed-use development composed of a 209-dwelling unit multi-family residential community, including 6 commercial flex units fronting Alondra Boulevard. The proposed mixed-use development is depicted on **Exhibit 2-3: Conceptual Site Plan**. The proposed density would be 25.93 dwelling units per acre (du/ac). Amenities include a pool area, leasing office/clubhouse, spa, and landscaped outdoor areas. The project would have 410 on-site parking spaces, including 134 one car garages, 72 carports, and 204 open guest parking spaces.

**Table 2-2: Residential Plan Summary**, summarizes the proposed floor plans, floor areas, number of bedrooms, etc. of the proposed multi-family units. Each unit would have an attached and an assigned parking space.

Plan No.	Unit Count	Unit (sf)	No. Bedrooms	No. Baths	Total Net Rentable SF
A1.1	8	683	1	1	5,464
A1	73	830	1	1	60,590
A2	31	759	1	1	23,529
B1	45	1,161	2	2	52,245
B2	42	1,068	2	2	44,856
C1	10	1,342	3	2	13,420
<b>Total</b>	<b>209</b>				<b>200,104</b>

sf = square feet  
Source: AO, 2022.

The multi-family units would be clustered into 11 separate building blocks, typically three-stories high. Several end units within four residential buildings facing the existing single-family residences along College Drive would be limited to two stories. The residences would have a contemporary modern farmhouse architecture style, finished in sand stucco, wood-look veneers, cement board and batten siding, painted metal railings and concrete tile roofing. **Exhibit 2-4: Architectural Elevations** depicts the project's architecture style.

#### 2.4.2 Flex Commercial Use

The project applicant is proposing 3,056 sf of flex commercial space in six units fronting Alondra Boulevard. As described above, the six commercial flex units are inclusive of the proposed 209-dwelling units. The flex commercial space is interpreted as a flexible mixed use, which would limit the ground floor to a commercial use. The flex commercial space could be used as a professional service use or home-based businesses. Future tenants renting the space would be limited to commercial users.

Three units would be located west and east of the main driveway aisle fronting Alondra Boulevard. Four units would provide 334 sf of flex commercial space, limited to the ground floor only. The remaining two units would provide 860 sf of flex commercial space with similar ground floor restrictions. The flex commercial units would not permit ventilation required for food retail services. **Table 2-3: Flex Commercial Use Plan Summary**, summarizes the proposed flex commercial space.

Plan No.	Unit Count	Gross Leasable Area Unit <sup>1</sup> (SF)
1	4	1,336
2	2	1,720
<b>Total</b>	<b>6</b>	<b>3,056</b>

SF = square feet.  
1. Gross leasable area includes bathrooms, kitchen, and closets.  
Source: AO, 2022.

The architecture of the flex commercial units would also be modern farmhouse and incorporate similar materials. Metal canopies with window treatments and signage would define the commercial flex units on the ground floor, as depicted in **Exhibit 2-5: Conceptual Flex Commercial Elevations**. Elevations would be generally asymmetrical with varying roof pitches and façade articulation for visual interest.

### 2.4.3 Landscaping

**Exhibit 2-6: Conceptual Landscape Plan** depicts the project’s proposed landscaping plan. The proposed project would remove several large non-native trees located along the southeastern project boundary. Project implementation would provide landscaping along the project site frontages on Alondra Boulevard and Maidstone Avenue, as well as project site perimeters and internal drive aisles. Planting materials would include various types of trees including purple trumpet trees, Chinese elms, strawberry trees, cypresses, and bay laurels. All planting areas would be irrigated with an automatically controlled irrigation system. Additionally, low water, drought tolerant plants, vines and groundcovers are proposed to provide a low maintenance, water efficient landscape pursuant to the City’s Landscape Standards and Water Efficient Landscape Design Ordinance 15-1673.

### 2.4.4 Parking and Access

Parking and access are depicted in **Exhibit 2-7: Parking Plan**. The proposed project would adhere to the C-1 zoning development standards. Parking ratio and standards would be dependent on the proposed uses. The City of Norwalk parking requirements are outlined in NMC §17.04.040. Multi-family dwellings units are required to provide two spaces in a garage per unit, a minimum of one additional uncovered space for every bedroom in excess of two bedrooms for each unit, and one uncovered space for every three units or fraction therefore, designated for guest parking. Commercial uses are required to provide 1 space per 250 sf of gross floor area. **Table 2-4: Required Parking** identifies the proposed project’s required parking per NMC requirements.

Unit Type	Number of Units	Parking Standard	Required Parking
1 bedroom	112	2	224
2 bedrooms	87	2	174
3 bedrooms	10	2	20
3 bedrooms	10	1	10 (open)
Total Units	209	-	-
Guest Stalls		0.33	69
Retail	-	1/250 sf	13
<b>Total</b>			<b>510</b>
<small>sf = square feet Source: AO, 2022.</small>			

As part of the proposed project, the project applicant would submit a parking study to substantiate a request for reduction in parking standards per NMC §17.03.060. The applicant is proposing a parking standard of 1 space per bedroom + 0.25 space per unit for guest parking. **Table 2-5: Parking Summary**, summarizes the project’s parking plan.

Based on the City’s parking requirements, the project requires 510 parking spaces and proposes to provide 410 spaces. Under the proposed parking standards, the project would be required to provide 368 parking spaces (316+52) for the residential use and 13 spaces for the flex commercial space. The proposed project would provide 396 parking spaces for the residential use and 14 spaces for the flex commercial space. Of the total 396 parking spaces for residential uses, the project would provide 134 spaces in residential garages, 72 residential carports, 184 open stalls, and 6 Americans with Disability Act (ADA) accessible

spaces. The commercial flex space would have 13 commercial spaces and 1 ADA accessible space. The project would have a parking ratio of 1.9 spaces per unit.

Use	Proposed Parking Standard	Required Parking under Proposed Standard	Provided Parking
Multi-Family Residential	1 space/per room	316	396
	Guest - 0.25 space/per du	52	
Commercial (less than 30,000 GFA)	1 space/250 sf	13	14
<b>Total</b>		<b>381</b>	<b>410</b>
<small>GFA = gross floor area; sf = square feet Source: AO, 2022.</small>			

Primary vehicular access to the project site would be provided via two driveways, one on Alondra Boulevard and the other on Maidstone Avenue. The Alondra Boulevard driveway would serve as the primary driveway with street signage and decorated landscaped entries. Access to the leasing office would be from the Alondra Boulevard driveway. Travel lanes (drive aisles) at this location would be 15 feet in width with guest parking provided along the drive aisles. Two gated entries into the residential community are proposed east and west of the leasing office area. Guest parking for the flex commercial space would be outside the residential gated area.

The secondary 26-foot-wide driveway on Maidstone Avenue is proposed south of the existing Wienerschnitzel fast food restaurant. The Maidstone Avenue driveway would be gated and restricted to residents only. Residents would have a key card or other secured device for vehicular access. Internal drive aisles would accommodate standard fire lane turning radii and hammerhead turnaround maneuvers for emergency vehicles and fire services. Within the project site there would be walkways for pedestrian movement. Existing pedestrian sidewalks along Alondra Boulevard and Maidstone Avenue would remain.

**2.4.5 Utilities and Infrastructure**

The project’s utility plan is depicted in **Exhibit 2-8: Utility Plan**.

**Water Service.** Norwalk Municipal Water Systems provides water service to the project site. There are existing 8-inch and 12-inch water lines along the project frontage in Alondra Boulevard. Similarly, there are existing 6-inch, 8-inch, and 12-inch water lines in Maidstone Avenue. The proposed project would connect to the existing 8-inch water line in Alondra Boulevard. Water would flow toward two proposed 4-inch meters and backflow preventer located at the northeastern project boundary, before entering the internal water loop system. Individual buildings would connect to the looped water system.

**Sewer Service.** There is an existing 8-inch sewer line in Maidstone Avenue that extends south toward Harvard Drive (previously 165<sup>th</sup> Street), eventually connecting to a sewer manhole. In addition, there is an existing 8-inch sewer main in Flallon Avenue that extends south toward Harvard Drive, ultimately connecting to the Harvard Drive sewer main. The proposed project would install an 8-inch sewer line that would connect to the existing 8-inch line in Flallon Avenue. A looped sewer line would connect each residential building to the internal system before connecting to the existing 8-inch sewer line in Flallon Avenue.

**Stormwater.** The project site generally slopes from the north to the south via surface flow and gutters. There is no public storm drain system along Maidstone Avenue. However, there is an existing Los Angeles

County Flood Control District (LACFCD) storm drain located at the west side of the Alondra Boulevard at Maidstone Avenue intersection. The project would retain similar drainage conditions and use an underground storm drain system. Stormwater drainage systems would be designed to comply with LACFCD standards.

#### 2.4.6 Requested Entitlements

The following discretionary and ministerial actions and approvals are required for the proposed project:

- **Adoption of the Initial Study/Mitigated Negative Declaration.** The proposed project requires CEQA compliance through the adoption of an IS/MND prior to project approval. This Initial Study and the proposed MND would serve as the primary environmental document for all actions associated with approval of the Alondra Maidstone Mixed Use Project. In addition, this is the primary reference document for the formulation and implementation of a mitigation monitoring and reporting program for the proposed project.
- **Precise Development Plan No. 2043.** The proposed project would require a Precise Development Plan application and would require review and approval by the Planning Commission and City Council.
- **Zone Change No. 362.** The project site has a land use designation of neighborhood commercial and is zoned as Restricted Commercial (C-1) and Parking (P). A zone change would be required to change the P zoning to C-1 to align with the zoning for the balance of the site.
- **Conditional Use Permit No. 1029.** The proposed project would be required to obtain a Conditional Use Permit for the development of residential units in conjunction with commercial development. Per NMC §17.11.010, a CUP is required for a mixed-use development containing residential units in conjunction with commercial development in a C-1 zone.
- **Modified Parking Rate.** The City of Norwalk's Municipal Code Section 17.03.060 allows the minimum number of required parking spaces to be reduced subject to a Precise Development Plan with Planning Commission approval. The project proposes an alternative parking ratio with a parking ratio of 1.9 spaces per unit.

### 2.5 Project Construction Activities and Phasing

Project construction is proposed to begin in fall 2023 and occur over approximately 24 months with project completion in fall 2025. For purposes of this environmental analysis, project construction is assumed to occur in the following sequence:

- Demolition site preparation: 25 days
- Grading: 50 days
- Building construction: 300 days
- Paving: 60 days
- Architectural coating and landscaping: 75 days

Approximately 10,000 cubic yards (cy) of import (i.e., soil) are anticipated. The final grading plan would be reviewed and approved by the City prior to Grading Permit issuance.



**Exhibit 2-1: Regional Vicinity Map**  
Alondra Maidstone Mixed Use Project

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**Figure 2-2: Site Vicinity Map**  
Alondra Maidstone Mixed Use Project



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PLEASE NOTE THAT THE MAXIMUM HEIGHT PROPOSED EXCEEDS THE 35' HEIGHT LIMIT IN ORDER TO MAINTAIN VERTICAL ARTICULATION ALONG THE ENHANCED COMMERCIAL-SIDE ELEVATIONS



BLD 1: NORTH ELEVATION, BLD 2: NORTH ELEVATION

## LEGEND

- 1 20/30 SAND FINISH STUCCO
- 2 METAL CANOPY
- 3 HORIZONTAL WOOD-LOOK VENEER
- 4 CEMENT BOARD & BATTEN SIDING
- 5 CEMENT HORIZONTAL SIDING
- 6 CEMENTITIOUS TRIM
- 7 INSULATED VINYL WINDOWS
- 8 GREEN SCREEN
- 9 METAL AWNING
- 10 OVERHEAD TRELLIS
- 11 GARAGE DOORS
- 12 PAINTED METAL RAILING
- 13 CONCRETE TILE ROOFING
- 14 DECORATIVE LIGHT
- 15 GABLE VENT

PLEASE NOTE THAT THE MAXIMUM HEIGHT PROPOSED EXCEEDS THE 35' HEIGHT LIMIT IN ORDER TO MAINTAIN VERTICAL ARTICULATION ALONG THE ENHANCED COMMERCIAL-SIDE ELEVATIONS



BLD 1: EAST ELEVATION, BLD 2: WEST ELEVATION

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## PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE
<b>TREES</b>			
	<i>Tabebuia impetiginosa</i>	Purple Trumpet Tree	24"B
	<i>Olea europaea</i> 'Swan Hill'	Swan Hill Fruitless Olive	48"B
	<i>Quercus agrifolia</i>	Coastal Live Oak	
	<i>Quercus suber</i>	Cork Oak	
	<i>Feijoa sellowiana</i>	Pineapple Guava	15Gal
	<i>Raphirolepis indica</i> 'Montic'	Majestic Beauty Indian Hawthorne	
	<i>Ulmus parvifolia</i> 'Drake'	Drake Chinese Elm	36"B
	<i>Acacia stenophylla</i>	Shoestring Acacia	36"B
	<i>Arbutus Marina'</i>	Strawberry Tree	
	<i>Chilopsis linearis</i>	Desert Willow	24"B
	<i>Cercis occidentalis</i>	Western Redbud	
	Street Tree per City		24"B
	<i>Citrus</i> spp.	Dwarf Citrus Tree	15Gal
	<i>Cupressus sempervirens</i> 'Tiny Towers'	Tiny Tower Italian Cypress	24"B
	<i>Michelia champaca</i> x <i>alba</i>	White Joy Perfume Tree	24"B
	<i>Tristania conferta</i>	Brisbane Box	
	<i>Laurus nobilis</i> 'Angustifolia'	Bay Laurel	
	<i>Pyrus calleryana</i> 'Capital'	Ornamental Pear	24"B

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE
<b>SHRUBS</b>			
	<i>Myrsorum parvifolium</i>	N.C.N.	5G
	<i>Rosmarinus officinalis</i> 'Prostratus'	Trailing Rosemary	5G
	<i>Trachelospermum asiaticum</i>	Asian Jasmine	1G
	<i>Albatus swedo</i> 'Tilin King'	Ellen King Strawberry Tree	15G
	Buddlejia x 'Blue Chip'	Dwarf Butterfly Bush	5G
	<i>Buxus microphylla</i> japonica	Japanese Boxwood	5G
	<i>Dianella tasmanica</i> 'Silver Streak'	Silver Streak Flax Lily	5G
	<i>Elaeagnus</i> x <i>ebbingei</i>	Silverberry	5G
	<i>Leucodendron</i> 'Safari Sunset'	Safari Canebush	15G
	<i>Ligustrum japonicum</i> 'Ilexanum'	Wax Leaf Privet	5G
	<i>Olea europaea</i> 'Montina' P.P. #6266	Little Olive Dwarf Olive	15G
	<i>Platycladus</i> 'Aureus Nanus'	Golden Adonisvine	5G
	<i>Plectanthus argenteus</i>	Silver Shield	5G
	<i>Podocarpus elegans</i> 'Monnal'	Icee Blue Yellow-Wood	15G
	<i>Raphirolepis indica</i> 'Clara'	Dwarf Indian Hawthorne	5G
	<i>Rosa Iberbunda</i> 'Iceberg'	White Shrub Rose	5G
	<i>Senecio mandraliscae</i>	Blue Chalk Sticks	1G
	<i>Westringia</i> 'Morning Light'	Coast Rosemary	5G
	<i>Cytostoma callistegioides</i>	Violet Trumpet Vine	15G
	<i>Gelsemium sempervirens</i>	Candian Jessamine	15G
	<i>Podocarpus gracilior</i>	Fern Vine	15G

## CONSTRUCTION LEGEND

- 1 ENTRY PLAZA:
  - AUTOMATIC VEHICULAR ENTRY GATES
  - DIRECTORY
  - ENHANCED PAVING
- 2 COMMERCIAL PLAZA:
  - PROJECT ENTRY PILASTER
  - ENHANCED PAVING
- 3 RECREATIONAL AREA:
  - SEE ENLARGEMENT, SHEET L2
- 4 LANDSCAPE COURTYARD:
  - ARTIFICIAL TURF
  - COURTYARD WALL
  - SHADE PAVILION
  - PEDESTAL BBQ
- 5 DOG PARK:
  - SEE ENLARGEMENT, SHEET L2
- 6 ACTIVITY AREAS:
  - ARTIFICIAL TURF
  - CORNHOLE
  - BENCH SEATING
- 7 THEMED CITRUS GROVE ELEMENT
- 8 SECONDARY ACCESS GATE
- 9 TRASH ENCLOSURE (TYP.)
- 10 PATH-OF-TRAVEL (TYP.)
- 11 WATER QUALITY STRUCTURE (TYP.)
  - PER C.E. PLANS
- 12 PERIMETER WALL:
  - SEE FENCE & WALL PLAN, SHEET L3

**Exhibit 2-6: Conceptual Landscape Plan**  
Alondra Maidstone Mixed Use Project



**Kimley»Horn**

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**Exhibit 2-7: Parking Plan**  
Alondra Maidstone Mixed Use Project



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## SECTION 3 ENVIRONMENTAL CHECKLIST FORM

### 3.1 Background

<b>1. Project Title:</b> Alondra Maidstone Mixed Use Project
<b>2. Lead Agency Name and Address:</b> City of Norwalk 12700 Norwalk Boulevard Norwalk, California 90650
<b>3. Contact Person and Phone Number:</b> Ms. Manraj Bhatia, PhD, AICP, Senior Planner Email: <a href="mailto:MBhatia@norwalkca.gov">MBhatia@norwalkca.gov</a> 562-929-5710
<b>4. Project Location:</b> 11600 Alondra Boulevard, City of Norwalk, Los Angeles County
<b>5. Project Sponsor's Name and Address:</b> Shapell Properties, Inc. 11200 Corbin Avenue, Suite 201 Porter Ranch, CA 91326
<b>6. General Plan Designation:</b> Neighborhood Commercial
<b>7. Zoning:</b> C-1 Restricted Commercial, P Parking
<b>8. Description of Project:</b> See Section 2.4: Project Characteristics
<b>9. Surrounding Land Uses:</b> See Section 2.3.1: Surrounding Land Uses
<b>10. Other public agencies whose approval is required (e.g., permits).</b> <ul style="list-style-type: none"><li>▪ Los Angeles Regional Water Quality Control Board</li></ul>
<b>11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code §21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?</b>  The City received one request for consultation from the Gabrieleño Band of Mission Indians – Kizh Nation. Consultation occurred on August 16, 2022. Impacts to tribal cultural resources are discussed under Section 4.18.

### 3.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by the proposed project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. Because no factors are checked, an EIR is not required.

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

### 3.3 Lead Agency Determination

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.	X
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 or a 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.	

#### CITY OF NORWALK

*Manraj G. Bhatia*  
\_\_\_\_\_  
Manraj G. Bhatia, PhD, AICP, Senior Planner

11/08/2022  
\_\_\_\_\_  
Date

## SECTION 4 EVALUATION OF ENVIRONMENTAL IMPACTS

The following environmental analysis is patterned after State CEQA Guidelines Appendix G. An explanation is provided for all responses except “No Impact” responses, which are supported by the cited information sources. The responses consider the whole action involved with the proposed project: on and off the site, direct and indirect, and short-term construction and long-term operational. The explanation of each issue also identifies the significance criteria or threshold, if any, used to evaluate each question, and the mitigation identified, if any, to avoid or reduce the impact to less than significant. To each question, there are four possible responses:

- **No Impact.** The project would not have any measurable environmental impact.
- **Less Than Significant Impact.** The project would have the potential to impact the environment, although this impact would be below established thresholds that are considered to be significant.
- **Less Than Significant with Mitigation Incorporated.** The project would have the potential to generate impacts, which may be considered as a significant effect on the environment, although mitigation measures or changes to the project’s physical or operational characteristics could reduce these impacts to a less than significant level.
- **Potentially Significant Impact.** The project could have impacts, which may be considered significant, and therefore additional analysis is required to identify mitigation. A determination that there is a potential for significant effects indicates the need to more fully analyze the project’s impacts and identify mitigation.

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## 4.1 Aesthetics

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Except as provided in Public Resources Code §21099, would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) If in a non-urbanized area, 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?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

### IMPACT ANALYSIS

#### 4.1a *Would the project have a substantial adverse effect on a scenic vista?*

**No Impact.** The General Plan does not identify any scenic vistas in the City. The proposed project would redevelop an 8-acre property into a mixed-use development with a 209-dwelling unit multi-family residential community including 6 commercial flex units fronting Alondra Boulevard. The project site is relatively flat and is within a highly urbanized area in the City. Therefore, project implementation would not result in a substantial adverse effect on a scenic vista. No impact would occur.

#### 4.1b *Would the project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?*

**No Impact.** There are no eligible or officially designated State scenic highways that traverse or are near the project site. The nearest eligible scenic highway is State Route 57, which is approximately 12 miles east of the project site.<sup>4</sup> There are no trees, rock outcroppings, or buildings on the project site that could be considered a scenic resource. Therefore, the project would not damage scenic resources within a State scenic highway. No impacts would occur.

<sup>4</sup> California Department of Transportation. (2018). *California Scenic Highway Mapping System*. Available at: <https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>, Accessed August 23, 2022.

*4.1c 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 within an urbanized area; existing on-site uses are limited to a paved surface parking lot and the building foundation associated with the former Norwalk Swap Meet. Land uses bordering the project site are listed in **Table 2-2: Surrounding Land Uses and Zoning**. Overall, surrounding land uses include single-family residential, multi-family residential, a fast-food establishment, Excelsior High School, and surface parking. Although the buildout of the proposed project would change the visual character of the project site by constructing new buildings, project implementation would not conflict with zoning or regulations governing scenic quality.

**Construction.** Project implementation would require construction activities that would temporarily change the visual character of the project site and its surroundings. Construction activities would involve grading and site clearing and building and site improvements. However, construction activities are not considered significant because they are temporary and would not conflict with zoning or other scenic quality regulations. Furthermore, temporary construction fencing would be erected to help shield the construction areas.

**Operation.** The project site is zoned Restricted Commercial (C-1) and Parking (P). The C-1 zoning conditionally permits mixed-use developments. Specifically, apartment uses in conjunction with commercial development are permitted with a Conditional Use Permit. Development standards for the C-1 zoning are codified under NMC §17.06.030 through 17.06.090. None of these development regulations govern scenic quality. However, NMC §17.06.090 provides architectural and building design standards related to architectural treatments and features, which include architectural treatments such as accent color bands, ceramic tile inserts and special entry paving. The proposed project would be compatible with the size, scale, height, and aesthetic qualities of other multi-family developments in the vicinity and would be subject to compliance with the applicable development standards contained in the NMC. The proposed project would not conflict with the applicable zoning code regulations governing scenic quality. Therefore, a less than significant impact would occur and no mitigation is required.

*4.1d Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

**Less than Significant Impact.** Existing outdoor lighting at or near the project site includes residential lighting, street lighting, and traffic signals. There are no existing sources of light on the project site. The proposed project would generate lighting from two primary sources: lighting from building interiors that would pass through windows, and lighting from exterior sources (e.g., street lighting, recreation areas, building illumination, security lighting, and landscape lighting).

The project proposes lighting typical of a multi-family residential community. Pedestrian sidewalk lighting bollards and street lighting standards with shielded covers would be placed throughout the internal streets. Residences would include exterior nighttime lighting for security. Landscaped areas would have landscaped tree up lighting. Lighting would be directed onto driveways and walkways within the project site and away from residences and adjacent properties. The project would comply with exterior lighting requirements of the NMC, which would ensure new sources of light and glare are not substantial.

Additionally, the City would review any proposed lighting to ensure conformance with the California Building Code, Title 24 (California Code of Regulations), such that only the minimum of lighting is used and no light spillage occurs. Although the proposed project would introduce new light sources, the

surrounding area is urban and already has multiple sources of lighting. Further, the project landscaping plan proposes various trees to further screen project lighting on adjacent uses, including the single-family residences along Baylor Drive, College Drive, and Fallon Avenue. The proposed lighting conditions would be similar to those currently around the project site, which would not cause adverse effects. Further, compliance with the California Building Code and Building Energy Efficiency standards, as amended by the NMC, would reduce light and glare impacts from the proposed project. Therefore, a less than significant impact would occur and no mitigation is required.

**Mitigation Program**

**Standard Conditions and Mitigation Measures**

No standard conditions or mitigation measures are required.

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## 4.2 Agricultural and Forestry Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</b></p>				
<p>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?</p>				X
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>				X
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104(g))?</p>				X
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>				X
<p>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?</p>				X

### INTRODUCTION

The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) was established by the State Legislature in 1982 to assess the location, quality, and quantity of agricultural lands and conversion of these lands over time. The FMMP has established five farmland categories:

- Prime Farmland comprises the best combination of physical and chemical features able to sustain long-term agricultural production. The land must be able to store moisture and produce high yields.
- Farmland of Statewide Importance possesses similar characteristics to Prime Farmland with minor shortcomings, such as less ability to hold and store moisture and more pronounced slopes.
- Unique Farmland has a production history of propagating crops with high economic value.

- Farmland of Local Importance is important to the local agricultural economy. Local advisory committees and county-specific boards of supervisors determine this status.
- Grazing Land is suitable for browsing or grazing livestock.

The FMMP has also established an Urban and Built-Up land category, which is defined as land developed with a density of at least 1.0 dwelling unit per 1.5 acres, or approximately 6 structures to a 10-acre parcel. Land uses include, but are not limited to, residential, industrial, office/commercial, institutional, and public administration. The Williamson Act, codified in 1965 as the California Land Conservation Act, allows local governments to enter into contracts with private landowners with the intent of restricting the use of land for agricultural or related open space through tax incentives. These incentives tax farmers based on an open space designation, which is a much lower rate than the full market value tax. Through this contract, farmers agree to freeze the development of their land for ten years.

## IMPACT ANALYSIS

**4.2a** *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

**No Impact.** The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) does not identify any Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance on or proximate to the project site.<sup>5</sup> The FMMP has designated the project site as Urban and Built-Up Land. No farmland would be converted to non-agricultural use. Therefore, no impacts would occur.

**4.2b** *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

**No Impact.** Neither the project site nor the adjacent properties are zoned for agricultural use. As discussed above, the project site is designated as Urban and Built-Up Land per the FMMP. No agricultural uses, or Williamson Act contracts exist on the project site, or project site surroundings. No land within the City of Norwalk is used for agricultural production.<sup>6</sup> Therefore, no impacts would occur.

**4.2c** *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104(g))?*

**4.2d** *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

**No Impact.** The project site and surrounding areas are not zoned forest land or timberland. The General Plan does not identify any forest land or timberland preservation goals or policies. Therefore, the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land and timberland. Additionally, the proposed project would not result in a loss of forest land or conversion of

<sup>5</sup> State of California Department of Conservation, California Important Farmland Finder, available at: <https://maps.conservation.ca.gov/dlrp/ciff/>, Accessed June 7, 2022.

<sup>6</sup> City of Norwalk, General Plan IS/MND Page 25, Accessed June 7, 2022.

forest land to non-forest use, as none are present on or near the project site. Therefore, no impacts would occur.

*4.2e Would the project 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.** The project site and surrounding areas are developed with urban land use with no farmland or forest uses. The project would not result in the conversion of farmland to non-agricultural use or conversion of forest land to a non-forest use. Therefore, no impact would occur.

#### **Mitigation Program**

##### **Standard Conditions and Mitigation Measures**

No standard conditions or mitigation measures are required.

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### 4.3 Air Quality

Air quality modeling outputs and results are included in **Appendix A: Air Quality and Greenhouse Gas Emissions Data**, and summarized herein.<sup>7</sup>

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>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:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
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?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

#### IMPACT ANALYSIS

##### 4.3a *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

**Less Than Significant Impact.** The project site is in the South Coast Air Basin (Air Basin) which includes all of Orange County and non-desert portions of San Bernardino, Los Angeles, and Riverside counties. The Air Basin is approximately 6,600 square miles extending from the Pacific Ocean to the San Gabriel, San Bernardino, and San Jacinto Mountains. The Air Basin is a coastal plain with broad valleys and low hills, and semi-arid climate. The South Coast Air Quality Management District (South Coast AQMD) and the California Air Resources Board (CARB) monitor air quality within the Air Basin.

South Coast AQMD and the Southern California Association of Governments (SCAG) prepare the Air Quality Management Plan (AQMP). Air quality plans describe strategies to control air pollution and measures for implementation by a city, county, region, and/or air district. An AQMP’s primary purpose is to bring an area that does not attain federal, and State, air quality standards into compliance with federal Clean Air Act and California Clean Air Act requirements. The AQMP uses the term “non-attainment” to describe an air basin that exceeds one or more ambient air quality standard. In addition, the goal of

<sup>7</sup> At the time when air quality and greenhouse gas emissions modeling was conducted, the project proposed a 215 dwelling unit development. Since then, the project has been revised to 209 units. As a result, the air quality modeling represents a more conservative analysis. Project related emissions would be incrementally reduced due to a slight reduction in proposed units.

AQMPs is to ensure that an area maintains a healthful level of air quality based on National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS).

The current plan is the 2016 AQMP adopted on March 3, 2017. The 2016 AQMP meets the State and federal Clean Air Act planning requirements and focuses on federal ozone and ultra-fine particulate matter (PM<sub>2.5</sub>) standards. The South Coast AQMD prepared the 2016 AQMP to accommodate growth; reduce the high levels of pollutants within the areas under the jurisdiction of South Coast AQMD; and attain clean air within the region. In order for a project to be consistent with the AQMP, it would have been included in the projections used to formulate the AQMP.

The South Coast AQMD's CEQA Handbook identifies two key indicators of consistency with the AQMP:

1. Whether a project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
2. Whether a project will exceed the assumptions in the AQMP based on the year of project buildout and phase.

According to the South Coast AQMD's CEQA Air Quality Handbook, the purpose of the consistency finding is to determine if a project is inconsistent with the AQMP assumptions and objectives, and therefore if it would interfere with the region's ability to comply with CAAQS and NAAQS.

Concerning the first criterion, based on the air quality modeling analysis conducted for the proposed project, project construction and operations would not result in significant impacts based on the South Coast AQMD thresholds of significance; therefore, project construction and operations would not increase the frequency or severity of existing air quality violations. Therefore, the proposed project would not contribute to the exceedance of any air pollutant concentration standards.

Concerning the second criterion, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans.

The project's land use designation is Neighborhood Commercial, and zoned Restricted Commercial (C-1) and Parking (P). The project would develop a mixed-use development composed of a 209-dwelling unit multi-family residential community, including 6 commercial flex units fronting Alondra Boulevard, which is a conditionally acceptable use based on the City's Zoning Code. The proposed project would be compliant with the City's General Plan land use designation and Zoning Code. Furthermore, the project would also be designed consistently with all applicable planning policies and design standards as set forth within the NMC.

The AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The project would not result in a change of land use designations reflected in the AQMP. Therefore, the project is assumed to be consistent with the current 2016 AQMP regional emissions inventory for the SCAB. Thus, the project is consistent with the second criterion.

Based on these criteria, the project would not conflict with or obstruct implementation of the AQMP and impacts would be less than significant and no mitigation is required.

**4.3b** *Would the project 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.** Both the U.S. Environmental Protection Agency (U.S. EPA) in the NAAQS and CARB in the California CAAQS identify air quality standards in Southern California. The air quality standards of the following five criteria pollutants relate to development projects: ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). Of these criteria pollutants, the Air Basin, in which the project lies, is designated nonattainment for O<sub>3</sub> and particulate matter, meaning the Air Basin has recorded exceedances of the air quality standards for these pollutants in recent years.<sup>8</sup>

The project's construction activities would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the project area include ozone-precursor pollutants (i.e., reactive organic gases [ROG] and nitrogen oxides [NO<sub>x</sub>]), PM<sub>10</sub>, and PM<sub>2.5</sub>. Construction-generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated would exceed the South Coast AQMD's thresholds of significance.

Construction equipment would include excavators, dozers, rollers, rubber-tired loaders, tractors, trenchers, and pavers. The basis for exhaust emission factors for typical diesel-powered heavy equipment is the California Emissions Estimator Model (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on or off the site. The analysis of daily construction emissions has been prepared using CalEEMod, with edits to the default assumptions to reflect the construction schedule shown in Section 2.5 Project Construction and Phasing.

In accordance with the South Coast AQMD Guidelines, the Consultant used CalEEMod to model construction emissions for ROG, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. ROG are a family of highly reactive gases that are a primary precursor to the formation of ground-level O<sub>3</sub> and react in the atmosphere to form acid rain. NO<sub>2</sub> (often used interchangeably with NO<sub>x</sub>) is a reddish-brown gas that can cause breathing difficulties at high levels. Peak readings of NO<sub>2</sub> occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). Sulfur oxides (SO<sub>x</sub>) belong to the family of sulfur oxide gases that are formed when fuel containing sulfur from coal and oil are burned and during industrial metal smelting processes. SO<sub>2</sub> contributes to respiratory illness, particularly in children and the elderly, and aggravates existing heart and lung diseases.

The CalEEMod modeling included standard conditions to allow for certain reduction credits (i.e., compliance with South Coast AQMD rules), which results in a decrease of pollutant emissions. The basis for reduction credits are studies developed by CARB, South Coast AQMD, and other air quality management districts throughout California. The aforementioned reduction credits have been programmed within CalEEMod. Project implementation would require approximately 10,000 cubic yards (cy) of soil import. **Table 4.3-1: Construction Emissions** identifies the project's anticipated daily short-term construction emissions, assuming reductions associated with Standard Condition (SC) AQ-1 (Dust

<sup>8</sup> A portion of the Air Basin in Los Angeles County is also designated a non-attainment basin for lead, which is not a criteria pollutant that is relevant to this project, since air emissions of lead would not be generated by the project.

Control) and SC AQ-2 (Architectural Coatings). The project would be required to adhere to South Coast AQMD Rules 402 and 403, as part of SC AQ-1 to reduce PM<sub>10</sub> and PM<sub>2.5</sub> emissions resulting from fugitive dust and Rule 1113 as part of SC AQ-2 to reduce ROG emissions. As indicated in the table, project construction emissions would not exceed any South Coast AQMD thresholds. Therefore, the project’s construction-related impacts would be less than significant for all criteria pollutants and no mitigation is required.

Emissions Source	Pollutant (pounds per day) <sup>a</sup>					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2023 <sup>b</sup>	2.72	27.57	18.90	0.05	9.86	5.54
2024	2.35	20.48	25.55	0.06	4.36	2.31
2025	19.05	15.41	24.88	0.06	3.60	1.34
<i>South Coast AQMD Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
<b>South Coast AQMD Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
ROG = Reactive Organic Gases; NO <sub>x</sub> = Nitrogen Oxides; CO = Carbon Monoxide; SO <sub>2</sub> = Sulfur Dioxide; PM <sub>10</sub> = Particulate Matter 10 microns in diameter or less; PM <sub>2.5</sub> = Particulate Matter 2.5 microns in diameter or less						
a. SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; water exposed surfaces two times daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment. Refer to Appendix A for Model Data Outputs.						
b. It is noted that demolition/removal of the existing concrete pad on-site would generate minimal emissions from off-site hauling and on-site equipment activities. The worst-case construction emissions from grading and site preparation are already included in this table, and emissions from pad removal would not exceed the maximum emissions presented.						
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.						

**Operational Emissions**

**Less Than Significant Impact.** Project-generated operational emissions would be associated with motor vehicle use, energy, and area sources, such as the use of natural gas-fired appliances, landscape maintenance equipment, and architectural coatings. Mobile and stationary (area and energy) source operational emissions would result from normal daily activities on the project site after occupancy. Motor vehicles traveling to and from the project site would generate mobile source emissions.<sup>9</sup> Area source emissions would be generated due to an increased demand for consumer products, architectural coating, and landscaping. The project would generate energy source emissions because of electricity and natural gas (non-hearth) usage associated with the proposed project. The project’s primary use of electricity and natural gas would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. **Table 4.3-2: Operational Emissions** summarizes long-term operational emissions attributable to the proposed project. As shown in Table 4.3-2, the project’s long-term operational emissions would not exceed any South Coast AQMD thresholds. Therefore, the project’s operational emissions would be less than significant and no mitigation is required.

<sup>9</sup> Mobile trip rates in CalEEMod were changed from default values and updated with project specific trip generation which was calculated based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11<sup>th</sup> Edition) trip rates for Multi-Family Housing (Low-Rise) (ITE Code 220).

<b>Table 4.3-2: Operational Emissions</b>						
<b>Emissions Source</b>	<b>Pollutant (pounds per day)</b>					
	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Area Source	5.64	3.24	19.04	0.02	0.34	0.34
Energy Use	0.10	0.86	0.37	0.01	0.07	0.07
Mobile Source	4.61	4.89	46.05	0.10	11.17	3.02
<b>Total</b>	<b>10.35</b>	<b>8.99</b>	<b>65.46</b>	<b>0.13</b>	<b>11.58</b>	<b>3.43</b>
<i>South Coast AQMD Threshold</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
<b>SCA South Coast AQMD QMD Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<small>ROG = Reactive Organic Gases; NO<sub>x</sub> = Nitrogen Oxides; CO = Carbon Monoxide; SO<sub>2</sub> = Sulfur Dioxide; PM<sub>10</sub> = Particulate Matter 10 microns in diameter or less; PM<sub>2.5</sub> = Particulate Matter 2.5 microns in diameter or less</small>						
<small>Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.</small>						

A significant impact to air quality would occur if a project would result in a cumulative considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable NAAQS or CAAQS (including releasing emissions that exceed quantitative thresholds for ozone precursors). The ozone precursors include ROG and NO<sub>x</sub>. The Air Basin is in non-attainment for ozone (State and federal), PM<sub>10</sub> (State), PM<sub>2.5</sub> (State and federal), and lead (federal, partial non-attainment in a portion of Los Angeles County). To determine whether the project would result in a cumulatively considerable increase in non-attainment criteria pollutants or exceed the quantitative thresholds for ozone precursors, the Lead Agency may evaluate project emissions based on the quantitative emission thresholds established by the South Coast AQMD in its CEQA Air Quality Handbook (South Coast AQMD 1993, as amended). The South Coast AQMD has established quantitative thresholds against which the Lead Agency may evaluate a project's emissions to determine if there is a potential for a significant impact. In the event direct impacts from a project are less than significant, a project may still have a cumulatively considerable impact on air quality if the emissions from the project, in combination with the emissions from other proposed, or reasonably foreseeable future projects are in excess of screening levels and the project's contribution accounts for more than an insignificant proportion of the cumulative total emissions. As previously, addressed, the proposed project would not result in significant construction or operational air quality affects including non-attainment criteria pollutants. Therefore, the project's contribution to regional pollutant concentrations would not be cumulatively considerable.

Concerning the project's construction-period air quality emissions and cumulative Air Basin conditions, the South Coast AQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the federal Clean Air Act mandates. As such, the project would be subject to compliance with South Coast AQMD's Rule 403 (see SC AQ-1). Rule 403 requires that construction operations control fugitive dust with the best available control measures to reduce dust such that it does not remain visible in the atmosphere beyond the property line of a project site. Per South Coast AQMD rules and mandates, as well as the CEQA requirement that a project mitigate its significant impacts to the extent feasible, these same requirements (i.e., Rule 403 compliance, implementation of all feasible measures, and compliance with adopted AQMP emissions control measures) would apply to construction projects throughout the Air Basin, which would include related projects. Compliance with South Coast AQMD rules and regulations would preclude significant construction-related impacts. Therefore, project-related construction emissions, in combination with the emissions from other local projects, would not substantially deteriorate the local air quality.

As previously discussed, the proposed project would not result in long-term air quality impacts, as the operational emissions would not exceed South Coast AQMD thresholds. Additionally, adherence to South Coast AQMD rules and regulations (SC AQ-1 and SC AQ-2) would alleviate potential impacts related to cumulative conditions on a project-by-project basis. South Coast AQMD and other entities are constantly developing emission reduction technology, strategies, and plans. As a result, the proposed project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Impacts would be less than significant and no mitigation is required.

**4.3c** *Would the project expose sensitive receptors to substantial pollutant concentrations?*

**Less Than Significant Impact.** A significant impact could occur if a project would generate pollutant concentrations to a degree that would significantly affect sensitive receptors, which include populations that are more susceptible to the effects of air pollution than the population at large. This section addresses the exposure of sensitive receptors for the following situations: CO hotspots and localized emissions concentrations from on-site construction and operation.

**Carbon Monoxide Hot Spots**

An analysis of CO “hot spots” determines whether the change in the level of service (LOS) of an intersection caused by the proposed project would have the potential to result in exceedances of the CAAQS or NAAQS. Vehicle emissions cause CO exceedances, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. The South Coast AQMD designated the basin as in attainment in 2007 and the South Coast AQMD’s AQMP no longer addresses CO hotspots. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The Air Basin was re-designated as attainment in 2007 and is no longer addressed in the South Coast AQMD’s AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the South Coast AQMD *CO Hotspot Analysis*, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm federal standard. The project considered would not produce the volume of traffic required to generate a CO hot spot in the context of South Coast AQMD’s *CO Hotspot Analysis*. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections resulting from 1,609 daily vehicle trips attributable to the project. Therefore, impacts would be less than significant.<sup>10</sup>

**Localized Significance Threshold Analysis**

The Localized Significance Threshold (LST) Methodology provides a look-up table for construction and operational emissions, based on the emission rate, location, and distance from receptors, and provides a

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<sup>10</sup> CalEEMod analysis assumed 1,615 trips due to model trip rate rounding (model only rounds up to two significant figures). Although the model inputs assumed slightly more traffic, none of the operational emissions exceeded thresholds. Therefore, the modeling results are considered conservative and actual project emissions would be lower.

methodology for air dispersion modeling to evaluate whether construction or operation could cause an exceedance of ambient air quality standards. The Consultant analyzed the local air quality emissions from construction using the South Coast AQMD’s Mass Rate Localized Significant Threshold Look-Up Tables and the methodology described in *Localized Significance Threshold Methodology* (South Coast AQMD, revised July 2008) to determine if the project’s daily emissions of CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>, would result in a significant impact to local air quality. Construction emissions were compared to the South Coast AQMD’s screening thresholds. The nearest receptors to the project site are the residences adjacent to the south on College Drive.

As shown in **Table 4.3-3: Localized Significance of Construction and Operational Emissions**, project construction and operational emissions would not exceed South Coast AQMD LSTs. Therefore, the project would not result in significant localized construction or operational emissions.

<b>Table 4.3-3: Localized Significance of Construction and Operational Emissions</b>				
<b>Emission Source</b>	<b>Pollutant (pounds per day)<sup>1</sup></b>			
	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Site Preparation (2023) <sup>2</sup>	27.52	18.24	9.67	5.48
Grading (2023) <sup>2</sup>	17.94	14.75	3.81	2.18
Grading (2024)	17.03	14.76	3.76	2.13
Construction (2024)	13.44	16.17	0.61	0.58
Construction (2025)	12.47	16.08	0.53	0.50
Paving (2025)	8.58	14.58	0.42	0.39
Architectural Coating (2025)	1.15	1.81	0.05	0.05
<b>South Coast AQMD Localized Significance Threshold: (Adjusted for 3.5 acre of daily disturbance at 25 meters)<sup>3,4</sup></b>	<b>143</b>	<b>1,171</b>	<b>11</b>	<b>6</b>
<b>South Coast AQMD Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Operations (2025)	4.10	19.41	0.41	0.41
<b>South Coast AQMD Localized Significance Threshold: (5 acres at 25 meters)<sup>5</sup></b>	<b>172</b>	<b>1,480</b>	<b>4</b>	<b>2</b>
<b>South Coast AQMD Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
ROG = Reactive Organic Gases; NO <sub>x</sub> = Nitrogen Oxides; CO = Carbon Monoxide; SO <sub>2</sub> = Sulfur Dioxide; PM <sub>10</sub> = Particulate Matter 10 microns in diameter or less; PM <sub>2.5</sub> = Particulate Matter 2.5 microns in diameter or less				
Notes:				
1. South Coast AQMD Rule 403 Fugitive Dust applied. See <b>Appendix A</b> Air Quality/Greenhouse Gas Data.				
2. It is noted that demolition/removal of the existing concrete pad on-site would generate minimal emissions from off-site hauling and on-site equipment activities. The worst-case construction emissions from grading and site preparation are already included in this table, and emissions from pad removal would not exceed the maximum emissions presented.				
3. The appropriate SRA for the localized significance thresholds is the Southeast LA County (SRA 5) since this area includes the project.				
4. CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment. Based on the daily equipment modeled in CalEEMod, project construction is anticipated to disturb approximately 3.5 acres in a single day. Therefore, the LSTs for 3.5 acres were used for this analysis.				
5. Although the site is approximately 8 acres, the Consultant conservatively used the 5-acre screening lookup threshold as the thresholds increase with size.				
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.				

4.3d *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

**Less Than Significant Impact.** The South Coast AQMD *CEQA Air Quality Handbook* identifies certain land uses as sources of odors. These land uses include agriculture, wastewater treatment plant, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not propose any odor-inducing uses on the site.

During construction-related activities, some odors (not substantial pollutant concentrations) that may be detected are those typical of construction vehicles (e.g., diesel exhaust from grading and construction equipment). These odors are a temporary short-term impact that is typical of construction projects and would disperse rapidly. The project would not include any of the land uses that have been identified by the South Coast AQMD as odor sources. Therefore, impacts would be less than significant and no mitigation is required.

### Mitigation Program

#### Standard Conditions and Requirements

**SC AQ-1 Dust Control.** During construction, construction contractors shall comply with South Coast Air Quality Management District's (South Coast AQMD's) Rules 402 and 403 to minimize construction emissions of dust and particulates. South Coast AQMD Rule 402 requires that air pollutant emissions not be a nuisance off-site. Rule 402 prohibits the 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.

South Coast AQMD Rule 403 requires that fugitive dust be controlled with Best Available Control Measures so that the presence of such dust does not remain visible beyond the property line of the emission source. This rule is intended to reduce PM<sub>10</sub> emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. This requirement shall be included as notes on the contractor specifications. Table 1 of Rule 403 lists the Best Available Control Measures that are applicable to all construction projects. The measures include, but are not limited to, the following:

- a. Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
- b. All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- c. All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- d. The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- e. Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

**SC AQ-2 Architectural Coatings.** South Coast Air Quality Management District (South Coast AQMD) Rule 1113 requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce reactive organic gas (ROG) emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories. Architectural coatings shall be selected so that the volatile organic compound (VOC) content of the coatings is compliant with South Coast AQMD Rule 1113. This requirement shall be included as notes on contractor specifications.

**Mitigation Measures**

No mitigation measures are required.

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#### 4.4 Biological Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X		
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 Wildlife or U.S. Fish and Wildlife Service?				X
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?				X
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?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
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?				X

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**4.4a** *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

**Less Than Significant with Mitigation Incorporated.** The City of Norwalk is largely urbanized and developed. The project site currently consists of a paved surface parking lot and building foundation from the former Norwalk Swap Meet. The only vegetation on the project site is non-native trees as well as rudimentary shrubs, weeds, dead tree stumps, and some palms in the parking medians in the surface parking lot. The project site does not support any suitable habitat for candidate, sensitive, or special-status species due to the previous developed nature and existing conditions. The proposed project would remove several large non-native trees located along the southeastern project boundary that have the potential to support nesting migratory birds that are protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGF). Therefore, the proposed project would require implementation of MM BIO-1, which contains provisions for pre-construction nesting bird surveys and construction scheduling to ensure compliance with the MBTA and CFGF. Following implementation of MM BIO-1, the proposed project would not result in impacts to nesting birds. Therefore, the proposed project would not have an adverse effect on any candidate, sensitive, or special-status plant or wildlife species. A less than significant impact would occur with mitigation incorporated.

**4.4b** *Would the project 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 Wildlife or U.S. Fish and Wildlife Service?*

**4.4c** *Would the project 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.** Based on the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory, there are no riparian habitats or other sensitive natural communities on or near the project site.<sup>11</sup> The project site does not contain any water resources (e.g., streams, creeks, channels, vernal pools) nor would any of the proposed land uses potentially affect wetlands. Therefore, no impact to riparian habitat or sensitive natural communities would occur from project implementation.

**4.4d** *Would the project 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.** The project site was formally developed as the Norwalk Indoor Swap Meet. The Swap Meet closed in the summer of 2017 and the structure was demolished in 2018. The project site now currently consists of a paved surface parking lot and building foundation from the former Norwalk Swap Meet. No natural habitats exist on the project site. Further, the project site frontage is along Alondra Boulevard, a major roadway in the City. The project site is not in any contiguous native habitat corridors and would not provide any significant function as a wildlife corridor or wildlife movement area due to the proximity of major roads and development. Surrounding land uses are described in **Table 2-1: Surrounding Land Uses**

<sup>11</sup> U.S. Fish and Wildlife Service. National Wetlands Mapper, Available at: <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>, Accessed: June 15, 2022.

**and Zoning.** Based on the lack of native habitats and the urban nature of the project site and surrounding area, no migratory wildlife corridors, habitat linkages, or wildlife nursery sites exist. Therefore, project implementation would not interfere with an established wildlife corridor and would not impede on the use of native wildlife nursery sites. The project would not interfere with the movement of any native resident or migratory fish or wildlife species or impede the use of native wildlife nursery sites. No impacts would occur.

*4.4e Would the project conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

**Less than Significant Impact.** There are rudimentary shrubs, weeds, dead tree stumps, and some palms within landscaped islands at the on-site surface parking lot. Several large trees are located at the southeastern corner of the project site. Project implementation would clear the site which would include both the removal of existing non-native trees and ornamental vegetation. Project implementation would include planting of new trees and landscaping.

The City has an ordinance codified under NMC §12.32.070 requiring a permit for the removal of trees or shrubs within public parks, public grounds, public streets, and other public areas. Specifically, NMC §12.32.070 requires the permission of the Director of Public Services before removal or interference with any street tree or shrub. The project does not propose to remove any street tree or shrub; all vegetation removal would occur on private property. Therefore, the proposed project would not conflict with any local ordinances protecting biological resources such as a tree preservation policy. Following compliance with the NMC, a less than significant impact would occur and no mitigation is required.

*4.4f Would the project 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 project site is not located within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation. Therefore, no impacts would occur.

### Mitigation Program

#### Standard Conditions and Requirements

No standard conditions are applicable.

#### Mitigation Measures

**MM BIO-1 Nesting Migratory Birds.** During construction, grubbing, brushing, or tree removal shall be conducted outside of the state identified nesting season for migratory birds (i.e., typically February 1 through September 1), if possible. If construction activities cannot be conducted outside of nesting season, a Pre-Construction Nesting Bird Survey within and adjacent to the project site shall be conducted by a qualified biologist within three days prior to initiating construction activities. If active nests are found during the Pre-Construction Nesting Bird Survey, a Nesting Bird Plan (NBP) shall be prepared by a qualified biologist and implemented during construction. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, monitoring, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, nesting sage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity.

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## 4.5 Cultural Resources

This section is based on the *Cultural Records Search* (California Historical Resources Information System, 2022), which is included in its entirety in **Appendix B: Cultural Record Search**.

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

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#### 4.5a *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

**No Impact.** State CEQA Guidelines §15064.5, define “historical resources” as resources listed in the California Register of Historical Resources, or determined to be eligible by the California Historical Resources Commission for listing in the California Register of Historic Resources.<sup>12</sup> Generally, a resource is considered to be “historically significant” if the resource meets the criteria for listing on the CRHR (Public Resources Code SS5024.1, Title 14, Section 4852) including the following: a) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage; b) Is associated with the lives of persons important in our past; c) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or d) Has yielded, or may be likely to yield, information important in prehistory or history. CEQA also allows local historic resource guidelines to serve as the California Register of Historical Resources criteria if enacted by local legislation to act as the equivalent of the State criteria. The project site was formerly developed as the Norwalk Indoor Swap Meet; the Swap Meet closed in summer 2017 and the building was demolished in 2018. As previously addressed in this Initial Study, the project site currently consists of a paved surface parking lot and building foundation from the former Norwalk Swap Meet. The pad, which was formerly a commercial building, now only consists of a concrete foundation. It has lost all integrity and does not convey any associations with the former building’s period of significance in the early 1960s, important historical events, or persons. As a concrete slab, it has no architectural value. The building foundation does not meet any of the criteria for listing, and therefore not considered a historic resource. Therefore, no structures or known historical archaeological resources are on the site. Further, the General Plan does not identify any historic structures located on the project site.

<sup>12</sup> California Public Resources Code §5020.1(k), §5024.1(g).

On April 5, 2022, a records request was submitted to the South-Central Coastal Information Center (SCCIC). On June 9, 2022, SCCIC staff completed a records search (File No. 23712.9815) of the California Historical Resource Information System (CHRIS). The search includes a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), and the California State Built Environment Resources Directory (BERD) listings were reviewed for the project site and a 0.25-mile radius. The record search did not identify any historical structures or historical archaeological resources within the project site boundaries. Since there are no historical resources on the project site, project implementation would not cause a substantial adverse change in the significance of a historical resource. No impact would occur and no mitigation is required.

**4.5b** *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

**Less Than Significant Impact with Mitigation.** As discussed above, a record search was conducted to review all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. The record search did not identify any archaeological resources within the project site boundaries or previous cultural studies that included the project site. Several other cultural studies and built-environment resources were identified within the 0.25-mile project radius.

Historical aerial photographs provided in the Phase 1 Environmental Site Assessment indicate that the project site previously supported agricultural uses in the 1930's until developing into a commercial retail center in the 1960's. As discussed above, the project site currently consists of a paved surface parking lot and building foundation from the former Norwalk Swap Meet. The concrete building foundation is an exceedingly common resource dating to the early 1960s and does not have the potential to yield any new or important historical information. Although the project site has been disturbed from prior development, there is still a potential that unknown archaeological resources may exist underneath the project site.

Further, project construction would include limited excavation and grading, which could result in accidental discovery of archaeological resources during ground-disturbing activities. Should archaeological deposits be encountered during project ground disturbance, a substantial adverse change in the significance of a historical resource could occur. Therefore, implementation of MM CR-1 would be required. MM CR-1 requires the retention of a qualified archaeologist and monitors, and outlines specific instructions if resources are found. If resources are found, the archaeologist would temporarily halt or redirect work to permit the sampling, identification, and evaluation of the artifacts and resources, as appropriate. If resources are significant, the archaeologist would determine appropriate actions, in cooperation with the City and project applicant. Implementation of MM CR-1 would reduce any potential impacts to historic archaeological resources to a less than significant level. Impacts are considered less than significant with mitigation.

**4.5c** *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*

**Less Than Significant Impact.** No formal cemeteries are on or near the project site. As previously discussed, the project site does not contain any previously identified or recorded archaeological resources. Notwithstanding, if previously unknown human remains are discovered during the project's ground-disturbing activities, a substantial adverse change in the significance of such a resource could occur.

If human remains are found, those remains would require proper treatment in accordance with applicable laws, including State of California Health and Safety Code (HSC) §§7050.5-7055 and PRC §5097.98 and §5097.99. Health and Safety Code §§7050.5-7055 describe the general provisions for treatment of human remains. Specifically, HSC §7050.5 prescribes the requirements for the treatment of any human remains that are accidentally discovered during excavation of a site. HSC §7050.5 also requires that all activities cease immediately, and a qualified archaeologist and Native American monitor be contacted immediately.

As required by State law, the proposed project would implement the procedures set forth in PRC §5087.98, including evaluation by the County Coroner and notification of the NAHC in the unlikely event that human remains are discovered during ground disturbing activities. The NAHC would designate the “Most Likely Descendent” of the unearthed human remains. If excavation results in the discovery of human remains, the proposed project would halt excavation near the find and any area that is reasonably suspected to overlay adjacent remains shall remain undisturbed until the County Coroner has investigated, and appropriate recommendations have been made for treatment and disposition of the remains. Following compliance with the established regulatory framework (i.e., HSC §§7050.5-7055 and PRC §5097.98 and §5097.99), the project’s potential impacts concerning human remains would be less than significant and no mitigation is required.

### **Mitigation Program**

#### **Standard Conditions and Requirements**

No standard conditions are applicable to the proposed project.

#### **Mitigation Measures**

**MM CR-1** Prior to issuance of any permit for ground-disturbing activities, the project applicant shall provide evidence to the City of Norwalk Planning Division that a qualified professional archaeologist meeting Secretary of the Interior standards has been retained to supervise archaeological monitors during grading and excavation activities. The selection of the qualified professional(s) shall be subject to the City’s acceptance. In the event that cultural resources (archaeological or historical) are inadvertently unearthed during project excavation and grading activities, the archaeologist shall request the contractor to immediately cease all earth-disturbing activities within a 100-foot radius of the area of discovery. The archaeologist shall evaluate the significance of the finding and prescribe an appropriate course of action. If avoidance of the resource(s) is not feasible, salvage operation requirements pursuant to State CEQA Guidelines §15064.5 shall be followed. After the find has been appropriately avoided or mitigated, work in the area may resume.

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## 4.6 Energy

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

### BACKGROUND

#### Building Energy Conservation Standards

Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977 and are updated every three years (Title 24, Part 6, of the California Code of Commission). Title 24 requires the design of building shells and building components to conserve energy. The periodic update allows for the consideration and possible incorporation of new energy efficiency technologies and methods. On August 11, 2021, the California Energy Commission (CEC) adopted the 2022 Energy Code with an effective date of January 1, 2021.<sup>13</sup> In December 2021, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.

California Code of Regulations Title 20 sets minimum efficiency levels for energy and water consumption in products such as consumer electronics, household appliances, and plumbing equipment. Amendments to the Title 20 Appliance Efficiency Regulations were adopted in 2018 and 2020 and were effective in October 2018 and March 2021, respectively. The updated regulations include mandates for energy-efficient appliances for residential and non-residential uses.

**Senate Bill 350.** In September 2015, then California Governor Jerry Brown signed Senate Bill (SB) 350 into law. SB 350 established tiered increases to the Renewable Portfolio Standard: 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030.

**Senate Bill 100.** On September 10, 2018, then Governor Brown signed SB 100. Referred to as “The 100 Percent Clean Energy Act of 2019,” SB 100 increases the required Renewable Portfolio Standards. Under SB 100, the total kilowatt-hours of energy sold by electricity retailers to their end-use customers must consist of at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and

<sup>13</sup> California Energy Commission, 2022 Building Energy Efficiency Standards, Available at: <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency>. Accessed: June 1, 2022.

100 percent renewable resources by 2045. SB 100 also establishes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under this bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

## IMPACT ANALYSIS

*4.6a Would the project result in a potentially significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?*

### Less Than Significant Impact

**Electricity.** Southern California Edison (SCE) provides electrical service to the area. The project is expected to use approximately 1,101,347 kilowatt-hours per year (kWh/year) based on California Emissions Estimator Model (CalEEMod); refer to **Appendix A: Air Quality and Greenhouse Gas Emissions Data**. Project implementation would result in a permanent increase in electrical use over existing conditions. The increased demand is expected to be adequately served by the existing SCE electrical facilities. Total electricity demand in SCE's service area is forecast to increase by approximately 12,000 gigawatt-hours (GWh)—or 12 billion kWh—between 2015 and 2026.<sup>14</sup> The increase in electricity demand from the proposed project is expected to represent an insignificant percent increase compared to overall demand in SCE's service area. Therefore, project electrical demand would not significantly impact SCE's level of service.

It should also be noted that the project's design and materials would be required to comply with the California Energy Commission Building Energy Efficiency Standards. Before building permit issuance, the City of Norwalk Building and Safety Division would review and verify that the project plans demonstrate compliance with the current version of the Building and Energy Efficiency Standards. The project would also be required to adhere to the provisions of the CALGreen Code, which establishes planning and design standards for sustainable site development, energy efficiency (above the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.

Project implementation would not interfere with the 60 percent Renewable Portfolio Standard outlined in SB 100 for 2030 or the 100 percent standard for 2045. These goals apply to SCE and other electricity retailers. As electricity retailers reach these goals, emissions from end-user electricity use would decrease from current emission estimates.

**Natural Gas.** Southern California Gas Company (SoCalGas) provides natural gas service to the project area. The project is expected to use approximately 3,418,438 kBtu<sup>15</sup> per year based on California Emissions Estimator Model (CalEEMod). The increased demand of natural gas is expected to be adequately served by the existing SoCalGas facilities and infrastructure. From 2020 to 2035, demand is expected to decline from 934 million cubic feet (mcf) to 806 mcf, while supplies remain constant at 3.775 billion cubic feet per day<sup>16</sup> (bcfd) from 2015 through 2035.<sup>17</sup> Therefore, the natural gas demand from the proposed project is

<sup>14</sup> California Energy Commission, California Energy Demand 2018-2030 Revised Forecast, Figure 49 Historical and Projected Baseline Consumption SCE Planning Area, January 2018.

<sup>15</sup> 1 bcfd is equivalent to about 1.03 billion kBtu

<sup>16</sup> 1 bcfd is equivalent to about 1.03 billion kBtu

<sup>17</sup> California Gas and Electric Utilities, 2020 California Gas Report, Southern California Gas Company Annual Gas Supply 2020-2035, Table 1-SCG, Available at: [https://www.socalgas.com/sites/default/files/2020-10/2020 California Gas Report Joint Utility Biennial Comprehensive Filing.pdf](https://www.socalgas.com/sites/default/files/2020-10/2020%20California%20Gas%20Report%20Joint%20Utility%20Biennial%20Comprehensive%20Filing.pdf), Accessed June 15, 2022.

expected to represent a nominal percentage of the overall demand in SoCalGas' service area. The proposed project is expected to not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

**Fuel.** During construction, transportation energy use depends on the type and number of trips, vehicle miles traveled, the fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. Most construction equipment during demolition and grading would be gas-powered or diesel-powered, and the later construction phases would require electricity-powered equipment. Impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure; impacts would not be significant.

During project operations, energy consumption would be associated with residents, visitors, and trips by maintenance and repair crews to residences in the neighborhood. The project is a residential infill development, located near public transportation, and within approximately one mile of community goods and services (e.g., schools, churches, pharmacies, grocery stores, hospitals, etc.), all of which would reduce the need to drive long distances. The City and surrounding areas are highly urbanized with numerous gasoline fuel facilities and infrastructure. Consequently, the proposed project would not result in a substantial demand for energy that would require expanded supplies or the construction of other infrastructure, or the expansion of existing facilities. Additionally, fuel consumption associated with vehicle trips generated by the proposed project would not be considered inefficient, wasteful, or unnecessary.

The proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts are less than significant.

**4.6b** *Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?*

**Less than Significant Impact.** Project design and operation would comply with State Building Energy Efficiency Standards, appliance efficiency regulations, and green building standards. Project development would not cause inefficient, wasteful and unnecessary energy consumption, and no adverse impact would occur. The proposed project would include design features such as high efficiency windows to reduce heating and cooling loads; Energy Star appliances; high efficiency heating and cooling systems to reduce energy consumption, and therefore reduce GHG emissions. Therefore, the project is consistent with AB 32, which aims to decrease emissions statewide to 1990 levels by 2020. Potential impacts are less than significant.

SCAG's Connect SoCal Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2045 as well as an overall GHG target for the project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15. The project is consistent with regional strategies to reduce passenger vehicle miles traveled (VMT). As seen in SCAG's 2020 RTP/SCS Exhibit 3.4, the proposed project is proximate to identified job centers in Los Angeles County.

The proposed project is a mixed-use development near major schools, commercial retail, grocery stores, and employment opportunities, which would reduce vehicles miles traveled and promote alternative

modes of transportation. Increasing residential land uses near major employment centers is a key strategy to reducing regional VMT. Therefore, the project would not conflict with the stated goals of the RTP/SCS. Therefore, the project would not interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets outlined in the 2020 RTP/SCS. Potential impacts are less than significant and no mitigation is required.

**Mitigation Program**

**Standard Conditions and Mitigation Measures**

No standard conditions or mitigation measures are required.

## 4.7 Geology and Soils

This section is based on the *Geotechnical Engineering Investigation* (Salem, 2022), which is included in its entirety in **Appendix C: Geotechnical Engineering Investigation**. Paleontological record search results are included as **Appendix D: Paleo Record Search**.

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
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.				X
ii) Strong seismic ground shaking?		X		
iii) Seismic-related ground failure, including liquefaction?		X		
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
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?		X		
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?		X		
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?				X

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

**IMPACT ANALYSIS**

*4.7ai Would the project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving the rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

**No Impact.** The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy by preventing the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as “Alquist-Priolo Earthquake Fault Zones,” around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet). A review of the California Department of Conservation California Earthquake Hazards Zone Application shows the project site is not within an Alquist-Priolo Earthquake Fault Zone. Therefore, the project would not expose people or structures to adverse effects involving the rupture of a known earthquake fault. No impact would occur.

*4.7aai Would the project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving strong seismic ground shaking?*

**Less than Significant Impact with Mitigation Incorporated.** The project site is in a seismically active region with several active fault zones including the Puente Hills Coyote Hills fault and Puente Hills Santa Fe Springs fault located approximately 1.2 miles and 2.2 miles, respectively, from the project site. These faults could cause moderate to intense ground shaking during the project’s lifetime. Additionally, the project site has experienced earthquake-induced ground shaking in the past and can be expected to experience further shaking in the future.

However, the proposed project would adhere to local and State regulatory standards that address seismic hazards and building design. According to NMC §15.32.01.4.1 – Building Code, the City has adopted the 2019 California Building Standards Code (CBC), including standards that address seismic resistance. The project would be designed in compliance with seismic requirements of the CBC and Title 24 California Green Building Standards Code criteria for seismic safety. Additionally, the project would be required to comply with established NMC and CBC standards regulating grading and building construction for seismic safety.

The project’s Geotechnical Engineering Investigation examined various geologic and seismic hazards (i.e., faulting and seismicity, surface fault rupture, ground shaking, liquefaction, lateral spreading, landslides, tsunamis, and seiches) based on site-specific parameters, field exploration, laboratory testing, and data analysis. The Geotechnical Engineering Investigation made preliminary recommendations

concerning seismic design parameters, foundations, slabs, and general earthwork and grading among other factors. The Geotechnical Engineering Investigation concludes, based on the data collected, that the project appears feasible for development. MM GEO-1 requires that the proposed project comply with the Geotechnical Engineering Investigation's recommendations. Following compliance with the local and State regulatory standards and implementation of MM GEO-1, the project would not cause potential substantial adverse effects involving strong seismic ground shaking. Therefore, with implementation of mitigation, impacts would be less than significant.

**4.7a<sup>iii</sup>** *Would the project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving seismic-related ground failure, including liquefaction?*

**Less than Significant Impact with Mitigation Incorporated.** Liquefaction occurs when earthquake-induced ground vibrations increase the pore pressure in saturated, granular soils until it is equal to the confining, overburden pressure. When liquefaction occurs, the soil can completely lose its shear strength and enter a liquefied state. According to the California Earthquake Zones of Required Investigation Map, the project site lies within a Liquefaction Zone.<sup>18</sup>

Subsurface soil borings indicate that the project site contains isolated sandy and fine-grained layers of soil that are susceptible to liquefaction. The observed groundwater elevation of more than 33 feet below existing grade and a historic high groundwater elevation of 8 feet below existing grade were used in the liquefaction analysis. Differential settlement is estimated to be 1.95 inches over a horizontal distance of 30 feet. The Geotechnical Engineering Investigation noted that the project site's soils have a high potential for liquefaction under seismic conditions. MM GEO-1 requires that the proposed project comply with the Geotechnical Engineering Investigation's recommendations, which include site preparation methods including using geogrid, a structural slab system, stone columns, and supporting the buildings on a deep foundation system would sufficiently address geotechnical issues related to liquefaction. Additionally, project design and construction would be required to comply with established NMC and CBC standards regulating grading and building construction for seismic safety. Compliance with the regulatory framework and design recommendations from the Geotechnical Engineering Evaluation specified within MM GEO-1 would reduce impacts related to liquefaction to a less than significant level.

**4.7a<sup>iv</sup>** *Would the project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving landslides?*

**No Impact.** Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. The project site and surrounding area are generally flat and lack prominent topographical features. Further, the project site is not located in a mapped Landslide Zone.<sup>19</sup> Additionally the Geotechnical Engineering Investigation notes that the project site is not in the path of any known or potential landslides. No impacts related to landslides would occur.

**4.7b** *Would the project result in substantial soil erosion or the loss of topsoil?*

**Less Than Significant Impact.** Grading and earthwork activities during project construction would expose soils to potential short-term erosion by wind and water. During construction, the project would be subject

<sup>18</sup> California Department of Conservation. (2015). Earthquake Zones of Required Investigation. Available at: <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, Accessed June 1, 2022

<sup>19</sup> California Department of Conservation. (2015). Earthquake Zones of Required Investigation. Available at: <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, Accessed June 1, 2022

to compliance with erosion and siltation control measures and the National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2012-0006-DWQ, and all subsequent amendments) (Construction General Permit). The NPDES permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and monitoring plan, which must include erosion-control and sediment-control Best Management Practices (BMPs) that would meet or exceed measures required by the Construction General Permit to control potential construction-related pollutants. Standard erosion control measures would be implemented as part of a SWPPP for proposed development within the project site to minimize the risk of erosion or sedimentation during construction. The SWPPP must include an erosion control plan that prescribes measures such as phasing grading, limiting areas of disturbance, designating restricted-entry zones, diverting runoff from disturbed areas, protective measures for sensitive areas, outlet protection, and provisions for revegetation or mulching. Further, the project would comply with NMC §18.04, which provides minimum requirements to control the discharge of pollutants into the City's municipal storm drain system and to ensure that discharges from the municipal storm drain system comply with the current NPDES Permit No. CAS004001, including amendments and California Regional Water Quality Control Board (RWQCB) approvals. Following compliance with the established regulatory framework (i.e., the NMC and Construction General Permit), the project's potential impacts concerning soil erosion and loss of topsoil would be less than significant and no mitigation is required.

**4.7c** *Would the project 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?*

**Less than Significant Impact with Mitigation Incorporated.** The Geotechnical Evaluation documented subsurface conditions, which consisted of alluvial deposits of stiff to very stiff sandy silt, silt, and sandy clay; and loose to dense silty sand, poorly graded sand with silt, and poorly graded sand. No significant fill soils were encountered during this field investigation. Overall, the Geotechnical Evaluation did not identify unstable geologic units or soil conditions. As described above, the project site and adjacent properties are flat and exhibit no substantial elevation changes or unusual geographic features. The potential for landslides is considered negligible; therefore, no impact would occur.

Lateral spreading is a phenomenon in which soils move laterally during seismic shaking and is often associated with liquefaction. The amount of movement depends on the soil strength, duration and intensity of seismic shaking, topography, and free face geometry. Due to relatively flat site topography, the likelihood of lateral spreading was considered to be low. Compliance with regulatory requirements, including the implementation of MM GEO-1 as well as future engineering recommendations based on a final project design would ensure that impacts related to unstable soils would be less than significant.

**4.7d** *Would the project 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 with Mitigation Incorporated.** Expansive soils swell when they become wet and shrink when they dry out, resulting in the potential for cracked building foundations and, in some cases, structural distress of the buildings themselves. The project site is underlain by alluvial deposits of stiff to very stiff sandy silt, silt, and sandy clay; and loose to dense silty sand, poorly graded sand with silt, and poorly graded sand. Free groundwater was encountered at a depth of approximately 33 feet below ground surface during the investigation. The historically highest groundwater depth is approximately 8 feet below ground surface. Project implementation would adhere to MM GEO-1, which contains

recommendations for materials for engineered fill, including expansive index requirements. Other recommendations include requirements for imported soil. Clean sand and very sandy soil are not acceptable for use as import soil due to their expansion characteristics. These soils are prone to large volume changes depending on changes in water content. The Norwalk Building & Safety Division would review construction plans to verify compliance with standard engineering practices, the NMC/CBC, and the Geotechnical Evaluation's recommendations, including those concerning expansive soils. Following compliance with standard engineering practices, the established regulatory framework, and the Geotechnical Evaluation's recommendations, the project would not create substantial direct or indirect risks to life or property concerning expansive soils. Therefore, impacts would be less than significant with mitigation incorporated.

**4.7e** *Would the project 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.** The project does not propose the use of septic tanks or alternative wastewater disposal systems. The project would connect to existing sewer infrastructure on Alondra Boulevard and Maidstone Avenue. No impacts would occur.

**4.7f** *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

**Less than Significant Impact with Mitigation Incorporated.** Paleontological resources are the fossilized remains of an organism from prehistoric environments found in geologic strata. According to the record search results from the Natural History Museum of Los Angeles County (Appendix D), no known fossil localities lie directly within the project site. Although no fossil localities were noted on the project site, the record search identified other fossil localities nearby from similar sedimentary deposits. Although not expected, there is a possibility that project construction activities to affect unidentified paleontological resources through grading and other earthwork activities. In the inadvertent event of discovery of paleontological resources, impacts could be potentially significant. Therefore, implementation of MM GEO-2, which addresses the actions to be taken should paleontological resources be found, would be required to reduce potential impacts on paleontological resources to a less than significant level. Implementation of MM GEO-2 would ensure that any unanticipated encounter of paleontological resources during ground disturbing activities would be reduced to less than significant.

## Mitigation Program

### Standard Conditions and Requirements

No standard conditions are applicable to the proposed project.

### Mitigation Measures

**MM GEO-1** Before grading permit issuance the City shall review all project plans and all other relevant construction permits to verify compliance with the *Geotechnical Engineering Investigation* (Salem, 2022) recommendations and other applicable Code requirements.

**MM GEO-2** Before grading permit issuance the project applicant shall provide evidence to the City that the project applicant has retained a qualified professional paleontologist. The selection of the qualified professional(s) shall be subject to City acceptance. If paleontological resources are inadvertently unearthed during excavation and grading activities, the contractor shall immediately cease all earth-disturbing activities within a

100-foot radius of the area of discovery. The qualified professional shall be contacted to evaluate the significance of the finding and determine the appropriate course of action. If avoidance of the resource(s) is not feasible, the project applicant shall follow the recommendations of the project paleontologist.

If discoveries are determined to be significant, full-time paleontological monitoring would be required for the remainder of ground disturbance activities for the proposed project. Paleontological monitoring shall include the visual inspection of excavated or graded areas and trench sidewalls. Monitoring efforts can be reduced or eliminated at the discretion of the project paleontologist.

All significant fossils discovered and collected shall be cataloged prior to delivery to the Natural History Museum of Los Angeles County for storage. A Paleontological Monitoring Report (PMR) shall be prepared describing the results of the paleontological mitigation monitoring efforts associated with the project. The report shall include a summary of the field methods, an overview of the project area geology and paleontology, a list of taxa recovered, an analysis of fossils recovered and their scientific significance, and recommendations.

## 4.8 Greenhouse Gas Emissions

The greenhouse gas (GHG) modeling outputs and results are included in **Appendix A: Air Quality and Greenhouse Gas Emissions Data** and summarized herein.

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

### BACKGROUND

The “greenhouse effect” is the natural process that retains heat in the troposphere, the bottom layer of the atmosphere. Without the greenhouse effect, thermal energy would “leak” into space resulting in a much colder and inhospitable planet. With the greenhouse effect, the global average temperature is approximately 61°F (16°C). Greenhouse gases (GHGs) are the components of the atmosphere responsible for the greenhouse effect. The amount of heat that is retained is proportional to the concentration of GHGs in the atmosphere. As more GHGs are released into the atmosphere, GHG concentrations increase and the atmosphere retains more heat, increasing the effects of climate change. Six gases were identified by the Kyoto Protocol for emission reduction targets: carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF<sub>6</sub>). When accounting for GHGs, all types of GHG emissions are expressed in terms of CO<sub>2</sub> equivalents (CO<sub>2</sub>e) and are typically quantified in metric tons (MT) or million metric tons (MMT).

Approximately 80 percent of the total heat stored in the atmosphere is caused by CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O. These three gases are emitted by human activities and natural sources. Each of the GHGs affects climate change at different rates and persists in the atmosphere for varying lengths of time. The relative measure of the potential for a GHG to trap heat in the atmosphere is called global warming potential (GWP). The GWP was developed to allow comparisons of the global warming impacts of different gases. Specifically, it is a measure of how much energy the emissions of one ton of a gas will absorb over a given period, relative to the emissions of one ton of CO<sub>2</sub>. The larger the GWP, the more that a given gas warms the Earth compared to CO<sub>2</sub> over that period. GWPs provide a common unit of measure, which allows analysts to add up emissions estimates of different gases (e.g., to compile a national GHG inventory), and allows policymakers to compare emissions reduction opportunities across sectors and gases.

Stationary source combustion of natural gas in equipment such as water heaters, boilers, process heaters, and furnaces emit GHGs, primarily CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O. GHGs are also emitted from mobile sources such as on-road vehicles and off-road construction equipment, burning fuels such as gasoline, diesel, biodiesel, propane, or natural gas (compressed or liquefied). Indirect GHG emissions result from electric power generated elsewhere (i.e., power plants) used to operate process equipment, lighting, and utilities at a

facility. Included in GHG quantification are electric power, which is used to pump the water supply (e.g., aqueducts, wells, pipelines) and disposal and decomposition of municipal waste in landfills.<sup>20</sup>

### **Regulations and Significance Criteria**

Former California Governor Arnold Schwarzenegger issued Executive Order S-3-05 in June 2005, which established the following GHG emission reduction targets: (a) by 2010: Reduce GHG emissions to 2000 levels; (b) by 2020: Reduce GHG emissions to 1990 levels; and (c), by 2050: Reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill (AB) 32 Statutes of 2006, Health and Safety Code Section 38500 et seq. require that CARB determine what the Statewide GHG emissions level was in 1990 and approve a Statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. CARB has approved a 2020 emissions limit of 427 million metric tons of CO<sub>2</sub> equivalent (MTCO<sub>2</sub>e). Additionally, Executive Order B-30-15 requires Statewide GHG emissions to be reduced by 40 percent below 1990 levels by 2030.

Executive Order B-30-15 also requires statewide GHG emissions to be reduced 40 percent below 1990 levels by 2030. SB 32, signed into law in September 2016, codifies the 2030 GHG reduction target in Executive Order B-30-15. SB 32 authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions. With SB 32, the California Legislature passed companion legislation AB 197, which provided an additional direction for developing an updated Scoping Plan. CARB released the second update to the Scoping Plan to reflect the 2030 target set by Executive Order B-30-15 and codified by SB 32 in November 2017.

Additionally, signed into law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

Due to the nature of global climate change, no single development project would be expected to have a substantial effect on global climate change. GHG emissions from the proposed project would combine with emissions emitted across California, the United States, and the world to contribute cumulatively to global climate change. Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. The CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency must determine whether a project's GHG emissions would have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" a project's GHG emissions (14 CRC §15064.4(a)).

On September 28, 2010, air quality experts serving on the SCAQMD GHG CEQA Significance Threshold Stakeholder Working Group recommended an interim screening level numeric bright-line threshold of 3,000 metric tons of CO<sub>2</sub>e annually and an efficiency-based threshold of 4.8 metric tons of CO<sub>2</sub>e per service population (residents plus employees) per year in 2020 and 3.0 metric tons of CO<sub>2</sub>e per service population per year in 2035.<sup>21</sup> The Working Group was formed to assist the SCAQMD's efforts to develop a GHG

<sup>20</sup> California Air Resources Board, Climate Change Scoping Plan, 2008

<sup>21</sup> In *Cleveland National Forest Foundation v. San Diego Association of Governments* (2017) 3 Cal.5th 497, the Supreme Court held that the EIR prepared for the San Diego Association of Governments' (SANDAG) 2050 Regional Transportation Plan/Sustainable Communities Strategy did not need to include an analysis of the Plan's consistency with GHG emission reduction goals of 80 percent below 1990 levels by 2050

significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the Air Basin, various utilities such as sanitation and power companies throughout the Air Basin, industry groups, and environmental and professional organizations. The numeric bright line and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners and lead agencies with regard to determining whether GHG emissions from a proposed project are significant. In *Center for Biological Diversity v. Department of Fish and Wildlife* (2015) 62 Cal. 4th 214, 213, 221, 227, following its review of various potential GHG thresholds proposed in an academic study [Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Env'tl. L. J. 203], the California Supreme Court identified the use of numeric bright-line thresholds as a potential pathway for compliance with CEQA GHG requirements. The study found numeric bright-line thresholds designed to determine when small projects were so small as to not cause a cumulatively considerable impact on global climate change was consistent with CEQA. Specifically, PRC Section 21003(f) finds that it is a policy of the State that "[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." The California Supreme Court-reviewed study noted, "[s]ubjecting the smallest projects to the full panoply of CEQA requirements, even though the public benefit would be minimal, would not be consistent with implementing the statute in the most efficient, expeditious manner. Nor would it be consistent with applying lead agencies' scarce resources toward mitigating actual significant climate change impacts." (Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Env'tl. L. J. 203, 221, 227.)

The City of Norwalk has not adopted GHG significance thresholds but may set a project-specific threshold based on the context of each particular project, including the proposed project, using the SCAQMD Working Group expert recommendation because: (1) it is in the same air quality basin that the experts analyzed; (2) it is a residential project; and, (3) there is a factual basis to support why the experts believe projects with less than 70 residential units represent the smallest project with the smallest contributions to GHG emissions. For the proposed project, SCAQMD's proposed 3,000 MTCO<sub>2</sub>e/yr non-industrial screening threshold is used as the significance threshold in addition to the qualitative thresholds of significance set forth below from Section VIII of State CEQA Guidelines Appendix G. The 3,000 MTCO<sub>2</sub>e/yr screening threshold represents a 90 percent capture rate (i.e., this threshold captures projects that represent approximately 90 percent of GHG emissions from new sources) and represents emissions associated with development of approximately 70 single-family dwelling units.

The 3,000 MTCO<sub>2</sub>e/year non-industrial screening threshold is typically used in defining small projects within this Air Basin that are considered less than significant because the threshold represents less than one percent of the future year 2050 statewide GHG emissions target and the lead agency can provide more efficient implementation of CEQA by focusing its resources on the top 90 percent or new

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(established by Executive Order S-3-05 to comply with CEQA. The Court's opinion stated that the lead agency made "a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" in part because it disclosed the 2050 emissions levels and identified the significance of the 2050 threshold to climate change impacts (i.e., to stabilization of temperature increases). The Court also noted that "a recent California Energy Commission report concludes, however, that the primary strategies to achieve this target should be major 'decarbonization' of electricity supplies and fuels, and major improvements in energy efficiency."

developments within the Air Basin emitting GHGs. This screening threshold is correlated to the 90 percent capture rate for industrial projects within the Air Basin. Residential and commercial projects above the 3,000 MTCO<sub>2</sub>e/year level would fall within the 90 percent of the largest projects that are worth mitigating without wasting scarce financial, governmental, physical and social resources.<sup>22</sup> As noted in the academic study, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (Crockett, 2011), the fact that small projects below a numeric bright line threshold are not subject to CEQA-based mitigation does not mean such small projects do not help the State achieve its climate change goals. Even small projects participate in or comply with non-CEQA-based GHG reduction programs, such as constructing development in accordance with statewide GHG-reducing energy efficiency building standards (CalGreen or Title 24 energy-efficiency building standards).<sup>23</sup> Moreover, as residents of small residential projects buy cars and gasoline from manufacturers regulated by the State to reduce GHG emissions, the GHG generated by a project often reduces over time, as demonstrated in the GHG modeling addressed later in this section for the proposed project.<sup>24</sup>

## IMPACT ANALYSIS

### 4.8a *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

**Less Than Significant Impact.** Pursuant to State CEQA Guidelines Appendix G, a project would have a potentially significant impact if it generates GHG emissions, directly or indirectly, that may have a significant impact on the environment; or conflicts with an applicable plan, policy, or regulation adopted to reduce GHG emissions. State CEQA Guidelines §15064.4 specifies how the significance of GHG emissions is to be evaluated. The process is broken down into quantification of project-related GHG emissions, making a determination of significance, and specification of any appropriate mitigation if the analysis finds that impacts are potentially significant.

Project construction and operations would result in direct GHG emissions. Direct project-related GHG emissions include those from construction activities, area sources, and mobile sources, while indirect emissions include those from electricity consumption, water demand, and solid waste generation. The basis for operational GHG emissions estimates are the energy emissions from natural gas usage and automobile emissions. CalEEMod relies upon trip data; the Consultant used the Traffic Scoping Letter Agreement (Kimley-Horn, 2022) and project-specific land use data to calculate emissions using CalEEMod.

**Table 4.8-1: Project Greenhouse Gas Emissions** presents the project's estimated CO<sub>2</sub>e emissions and indicates construction activities would generate approximately 1,090 MTCO<sub>2</sub>e over the course of construction period (or 36.33 MTCO<sub>2</sub>e amortized over 30 years).<sup>25</sup> Once construction is complete, these

<sup>22</sup> SCAQMD, *Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold*, at pp. 3-2 and 3-3, October 2008; Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World*, July 2011, 4 Golden Gate U. Envtl. L. J. 203, 221, 227, 229-235).

<sup>23</sup> Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World*, July 2011, 4 Golden Gate U. Envtl. L. J. 203, 221, 227, 229-235).

<sup>24</sup> On pages 3-2 and 3-3 of the SCAQMD's *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* (October 2008), the SCAQMD notes that a GHG significance threshold based on a 90 percent emission capture rate may be more appropriate to address the long-term GHG impacts. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions. This assertion is based on the fact that the SCAQMD estimates that these GHG emissions would account for less than one percent of future 2050 statewide GHG emissions target (85 MMTCO<sub>2</sub>e/yr). In addition, these small projects would be subject to future applicable GHG control regulations that would further reduce their overall future contribution to the statewide GHG inventory.

<sup>25</sup> The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13, August 26, 2009).

construction-related GHG emissions would cease. The analysis quantifies and amortizes construction-related GHG emissions over the life of the project (30 years). Then the analysis adds the amortized construction emissions to the annual average operational emissions.

Table 4.8-1: Project Greenhouse Gas Emissions	
Emissions Source	CO <sub>2</sub> e (Metric Tons/Year)
<b>Construction Emissions</b>	1,090
Construction Emissions Amortized over 30 Years	36.33
<b>Operational Emissions</b>	
Area	48
Energy	380
Mobile	1,744
Waste	51
Water	77
Total	2,336.33
<i>South Coast AQMD Threshold</i>	<i>3,000.00</i>
South Coast AQMD Threshold Exceeded?	No
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.	

Operational emissions consist of area sources, energy sources, mobile sources, solid waste generation, water use, and wastewater treatment. Area source emissions occur from architectural coatings, landscaping equipment, and consumer products. Energy source emissions are from electricity usage and natural gas consumption. Mobile source emissions are from the project’s new vehicle trips. Emissions from water consumption occur from energy use for conveyance and treatment, and emissions from solid waste occur as materials decompose. The project would generate approximately 2,336.33 MTCO<sub>2</sub>/yr of GHG emissions, considering both amortized construction and operational emissions. The project’s total emissions would not exceed the 3,000 MTCO<sub>2</sub>e/year significance threshold (Table 4.8-1). Therefore, the project would not generate GHG emissions, directly or indirectly, that would have a significant impact on the environment. Impacts would be less than significant and no mitigation is required.

**4.8b** *Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

**Less Than Significant Impact.** The City does not have an adopted Climate Action Plan (CAP) or Citywide GHG Reduction Plan applicable to land use development projects. As such, this consistency analysis focuses on the 2017 Scoping Plan, SCAG’s Connect SoCal RTP/SCS, SB 32, and Title 24.

The project would be subject to compliance with all building codes in effect at the time of construction, which would include energy conservation measures mandated by Title 24 of the California Building Standards Code – Energy Efficiency Standards. Because Title 24 standards require energy conservation features in new construction (e.g., high- efficiency lighting, high-efficiency heating, ventilating, and air-conditioning [HVAC] systems, thermal insulation, double-glazed windows, water conserving plumbing fixtures), they indirectly regulate and reduce GHG emissions. California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The most recent 2019 standards went into effect January 1, 2020. The 2022 Energy Code and associated Title 24 standards will go into effect January 1, 2023.

Further, the project would be subject to compliance with the South Coast AQMD's proposed GHG threshold and would not interfere with the State's goals of reducing GHG emission. The project would comply with the State Building Code provisions designed to reduce GHG emissions. Approximately 92 percent of the project's emissions would be from energy and mobile sources, which would be further reduced by 2017 Scoping Plan implementation. In addition, approximately 75 percent of the project's total emissions are from mobile sources that would decline in the future due to statewide measures including the reduction in the carbon content of fuels, CARB's advanced clean car program, CARB's mobile source strategy, fuel efficiency standards, cleaner technology, and fleet turnover. Additionally, SCAG expects implementation of its RTP/SCS to help California reach its GHG reduction goals, with reductions in per capita transportation emissions of 19 percent 2035.<sup>26</sup> The project is an infill development project near large employment centers, local-serving commercial uses, and Norwalk Transit System (NTS) and the Los Angeles Metropolitan Transportation Authority (Metro) stops, thereby potentially reducing the need to travel long distances.<sup>27</sup> The project would not interfere with the State's efforts to reduce GHG emissions in 2030.

Concerning Executive Order S-3-05 goals for 2050, it is not currently possible to quantify all emissions savings from future regulatory measures because government agencies have not yet developed the measures. Just as the project's GHG emissions would decrease over time from the known regulations that the State would phase in over time, it can be anticipated that project operations would benefit from all applicable measures enacted by State lawmakers to reach the goal of an 80 percent reduction below 1990 levels by 2050. This percentage reduction in the level of GHG emissions that the State's GHG regulators believe the State needs to achieve in order to stabilize GHG-induced temperature increases and limit GHG impacts in California's environment. The basis for the analysis included in this Initial Study is generally the Consultant's knowledge about current GHG emissions regulations and its prediction of GHG impacts, to the extent possible, based on scientific and factual data. Further analysis would be speculative; therefore, in compliance with CEQA, this Initial Study provides no further analysis or conclusions concerning the project's long-term GHG impacts.

In addition, the project would be subject to compliance with applicable building codes and South Coast AQMD rules and regulations during the construction and operational phases, therefore, would not interfere with the State's goals of reducing GHG emissions. Therefore, the project would not conflict with an applicable plan, policy, or regulation (e.g., Title 24, AB 32, and SB 32) adopted to reduce GHG emissions. Impacts would be less than significant and no mitigation is required.

As addressed in this Initial Study, because of the global nature of the climate change issue, most projects would not generate GHG emissions that individually would cause a significant impact on global climate change. Therefore, the analysis of a project's GHG impacts is typically not considered individually but is analyzed against the GHG emissions of existing and proposed projects within the region, State, and ultimately against global emissions and how the emissions can cumulatively affect global climate change. The various Attorney General, OPR, and South Coast AQMD publications support this concept. The project would not result in a cumulatively considerable impact associated with GHGs.

<sup>26</sup> Southern California Association of Governments, *Connect SoCal 2020–2045 RTP/SCS*, September 3, 2020, p. 9.

<sup>27</sup> The California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures* (August 2010) identifies that infill developments, such as the proposed project reduce vehicle miles traveled which reduces fuel consumption. Infill projects such as the proposed project would have an improved location efficiency.

**Mitigation Program**

**Standard Conditions and Mitigation Measures**

No standard conditions or mitigation measures are required.

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## 4.9 Hazards and Hazardous Materials

The basis for the information provided in this section is the *Phase I Environmental Site Assessment* (Avocet Environmental, 2015) and *Phase II Environmental Site Assessment* (Stantec, 2016) which is included in **Appendix E: Phase I and Phase II Environmental Site Assessments**.

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
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?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

## IMPACT ANALYSIS

**4.9a** *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

**Less than Significant Impact.** Project construction would involve the transport, storage, use, and/or disposal of limited quantities of hazardous materials, such as fuels, solvents, degreasers, and paints. The use of these materials would be short-term and would occur following standard construction practices, as well as with applicable federal, State, and local regulations. Potentially hazardous materials would be contained, stored, and used during construction following the manufacturers' instructions and handled in compliance with applicable standards and regulations. Examples of such activities include fueling and servicing construction equipment and applying paints and other coatings. Construction activities would be subject to compliance with relevant regulatory requirements and restrictions concerning the transport, use, or disposal to prevent a significant hazard to the public or environment. The primary regulatory requirements include South Coast AQMD Rule 1166 (volatile organic compound emissions) and Rule 1466 (fugitive dust-toxic air contaminants).

The project would develop a multi-family residential community with commercial flex units along Alondra Boulevard. During operations, the project would not emit hazardous emissions or involve hazardous or acutely hazardous materials, substances, or waste. However, the project could involve the use of materials associated with routine property maintenance, such as janitorial supplies for cleaning purposes and/or herbicides and pesticides for landscaping. These uses would not involve the routine transport, use, or disposal of quantities of hazardous materials that could create a significant hazard to the public or environment. The hazardous materials used during operations would be stored, handled, and disposed of following applicable regulations. Therefore, following compliance with the regulatory requirements, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant and no mitigation is required.

**4.9b** *Would the project 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.** The project would involve construction activities including removal of existing pavement, grading, site preparation, and landscaping. A gasoline service station occupied the southeast corner of the Alondra Boulevard at Maidstone Avenue (currently operating as a Wienerschnitzel restaurant) from approximately 1961 to 1976. The Phase I ESA reports that the gasoline station operated with one 6,000-gallon dispenser, two 4,000-gallon underground storage tank (UST), three fuel dispenser islands, one 500-gallon waste oil UST, multiple hydraulic lifts, and a grease interceptor that was connected to the sanitary sewer. No records were found documenting the removal of the USTs and the property is not listed in the State of California Geotracker database. Although the gas station is not located within the project boundaries, a Phase II ESA soil gas survey was performed to evaluate the potential for vapor intrusion issues related to potential historical releases that may have occurred. The soil vapor survey concluded that no volatile organic compounds (VOC) analytes were above respective human health screening level for residential exposure.

As discussed above, project operations are not anticipated to 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. The project is a multi-family residential community with

opportunities for commercial use through the provision of flex spaces. The nature of the project would not involve release of hazardous materials. Further, compliance with all relevant and applicable federal, State, and local laws and regulations that pertain to the transport, storage, use, and disposal of hazardous materials and waste would ensure that future development activities would not create a significant hazard to the public. Therefore, the impact would be less than significant and no mitigation is required.

**4.9c** *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

**Less than Significant Impact.** The nearest school to the project site is Excelsior High School, located at 15711 Pioneer Boulevard, approximately 100 feet to the north. The project is a mixed-use development composed of a 209-dwelling unit multi-family residential community, including 6 commercial flex units fronting Alondra Boulevard. The proposed project would not involve a land use which would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. As discussed above, project construction activities would involve transport, storage, use, and/or disposal of limited quantities of hazardous materials, such as fuels, solvents, degreasers, and paints. However use of hazardous materials during construction would be subject to compliance with relevant regulatory requirements and restrictions. Similarly, project operations would involve the use of household hazardous materials, such as cleansers, paints, fertilizers, and pesticides, for cleaning and maintenance purposes. The proposed land uses are not associated with the use, generation, storage, or transport of large quantities of hazardous or acutely hazardous materials; such uses generally include manufacturing, industrial, medical (e.g., hospital), and similar uses. Therefore, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. As such, a less than significant impact would occur.

**4.9d** *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

**No Impact.** Government Code §65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the State of California Department of Toxic Substances Control (DTSC). The Cortese List identifies hazardous waste and substance sites including public drinking water wells with detectable levels of contamination; sites with known USTs having a reportable release, and solid waste disposal facilities from which there is a known migration. The Cortese List also includes hazardous substance sites selected for remedial action; historic Cortese sites; and sites with known toxic material identified through the abandoned site assessment program. A review of EnviroStor and GeoTracker databases indicate the project site is not on a list of hazardous materials sites compiled under Government Code §65962.5.<sup>28, 29</sup> Therefore, no impacts would occur.

**4.9e** *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

**No Impact.** The nearest airport to the project site is the Fullerton Municipal Airport, approximately six miles to the southeast. Further, the project site is not within the Fullerton Municipal Airport Influence

<sup>28</sup> Department of Toxic Substance Control. (2021). *Envirostor Database*. Retrieved from <https://www.envirostor.dtsc.ca.gov/public/>.

<sup>29</sup> State Water Resources Control Board. (2021). *GeoTracker*. Retrieved from <https://geotracker.waterboards.ca.gov/>.

Areas.<sup>30</sup> Therefore, the project would not result in a safety hazard or excessive noise for people working or residing at the project site. No impact would occur.

**4.9f** *Would the project impair implementation of or physically interfere with an emergency response plan or emergency evacuation plan?*

**Less Than Significant Impact.** The City of Norwalk adopted the 2022 Local Hazards Mitigation Plan (LHMP) in February 2022. The LHMP identifies the City’s top hazards; assesses the risks to the residents, buildings and critical facilities; and develops mitigation strategies to reduce the risk of exposure. The LHMP does not identify specific evacuation routes in the City. However, County of Los Angeles Public Works publishes Disaster Route Maps by City.<sup>31</sup> According to the Disaster Route Map, I-605, SR-91, and Pioneer Boulevard (east of the project site) are identified as disaster routes. The project site is within close proximity to these designated disaster routes.

Project construction would not require any street closures, thereby maintaining emergency access and egress in the surrounding project area. Therefore, temporary construction associated with the proposed project would not affect the implementation of an emergency responder or evacuation plan, or impair emergency evacuation routes, and impacts would be less than significant.

Project development would increase traffic volumes entering and leaving the project site. However, future development associated with the proposed project would not interfere with the daily operations of emergency responders. The City’s Building and Safety Department, along with the Los Angeles County Fire Department and Sheriff Department, would review building plans during plan check to ensure adequate site access is maintained, roadway improvements comply with City standards, and that project driveways would not interfere with circulation on adjacent streets, including Alondra Boulevard and Maidstone Avenue. Therefore, the proposed project would not impair the implementation of or physically interfere with adopted emergency response or emergency evacuation plan or use of these evacuation routes. Project-related impacts would be less than significant and no mitigation is required.

**4.9g** *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

**No Impact.** The California Department of Forestry and Fire Protection (CAL FIRE) has mapped fire threat potential throughout California. CAL FIRE ranks fire threats based on the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate). The project site is in a Non-Very High Fire Hazard Severity Zone (VHFHSZ) zone within a local responsibility area.<sup>32</sup> (See Section 4.20, Wildfires). Therefore, the project would not expose people or structures to risk involving wildland fires. No impact would occur.

**Mitigation Program**

**Standard Conditions and Mitigation Measures**

No standard conditions or mitigation measures are required.

<sup>30</sup> Airport Land Use Commission for Orange County. (2019). AELUP Notification Area for FMA. Retrieved from: <https://files.ocair.com/media/2021-05/influence-area-fullerton-muni.pdf?VersionId=NXvUATIB6XT2qatYXABQ5oT4A4wuKthA>

<sup>31</sup> County of Los Angeles Public Works, Disaster Routes Maps, Available at: <https://pw.lacounty.gov/dsg/disasterroutes/city.cfm>, Accessed July 27, 2022.

<sup>32</sup> CalFire. (June, 2019). FHSZ Viewer. Available at: <https://egis.fire.ca.gov/FHSZ/>. Accessed June 8, 2022.

## 4.10 Hydrology and Water Quality

This section is based on the *Preliminary Hydrology and Hydraulics Study for Shapell Norwalk Apartments* (Kimley Horn, 2022) which is included in its entirety as **Appendix F: Preliminary Hydrology and Hydraulics Study**.

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the projects may impede sustainable groundwater management of the basin?			X	
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.			X	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			X	
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			X	
iv) Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

## IMPACT ANALYSIS

### 4.10a *Would the project violate water quality or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

**Less than Significant Impact.** Project impacts related to water quality could occur over three different periods:

- During the earthwork and construction phase, where the potential for erosion, siltation, and sedimentation would be the greatest;
- Following construction, before the establishment of ground cover, when the erosion potential may remain relatively high; and
- After project completion, when impacts related to sedimentation would decrease markedly but those associated with urban runoff would increase.

Urban runoff in dry and wet weather conditions discharges into storm drains and flows directly to creeks, rivers, lakes, and the ocean. Polluted runoff can have harmful effects on drinking water, recreational water, and wildlife. The pollutants found in urban stormwater runoff depend on site conditions (e.g., land use, impervious cover, and pollution prevention practices), rain events (duration, amount of rainfall, intensity, and time between events), soil type and particle sizes, the amount of vehicular traffic, and atmospheric deposition. Major pollutants typically found in stormwater runoff from urban areas include sediment, nutrients, oxygen-demanding substances, heavy metals, petroleum hydrocarbons, pathogens, and bacteria. Most urban stormwater discharges are non-point sources, coming from multiple sources including excess fertilizers, herbicides from residential uses, and oils and grease from commercial retail urban runoff.

### Existing Conditions

The project site is currently vacant, with remnants of the building pad from the prior Norwalk Swap Meet building and surface parking lot. Storm water runoff from the project site flows in two directions: southwest and discharges to Maidstone Avenue, and southeast and discharges toward Fallon Avenue. Flows eventually join at the College Drive at Fallon Avenue intersection and continue to drain southerly via curb and gutter toward 166<sup>th</sup> Street. Flows enter a public storm drain system at a catch basin located west of the 166<sup>th</sup> Street at Fallon Avenue intersection. Flows travel through the County Channel Project No. 21 (Artesia-Norwalk Storm Drain) until eventually discharging into Coyote Creek, which confluences with the San Gabriel River and flows into the Pacific Ocean.

### Construction

Short-term impacts related to water quality can occur during the earthwork and construction phases when the potential for erosion, siltation, and sedimentation would be the greatest. Additionally, impacts could occur before the establishment of ground cover when the erosion potential may remain relatively high. Project construction activities could produce typical pollutants such as nutrients, heavy metals, pesticides and herbicides, and chemicals related to construction and cleaning, waste materials, including wash water, paints, wood, paper, concrete, food containers, sanitary wastes, fuel, and lubricants. Impacts on stormwater quality could occur from construction, associated earthmoving, and increased pollutant loading.

Any construction or demolition activity, including, but not limited to, clearing, grading, grubbing, excavation, or any other activity resulting in land disturbance of equal to or greater than one acre would

be subject to comply with the Construction General Permit for Stormwater Discharge Associated with Construction Activity (Construction General Permit). The project would disturb approximately eight acres and therefore be subject to the Construction General Permit. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). A SWPPP requires the incorporation of BMPs to control sediment, erosion, and hazardous materials contamination of runoff during construction and prevent contaminants from reaching receiving water bodies. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized.

To obtain coverage under the Construction General Permit, the project applicant is required to file with the State Water Board the Permit Registration Documents (PRDs), which include a Notice of Intent (NOI) and other compliance-related documents. The construction contractor is required to maintain a copy of the SWPPP at the construction site and implement all construction BMPs identified in the SWPPP during construction activities. Prior to the issuance of a grading permit, the project developer is required to provide proof of filing the PRDs with the SWRCB.

In addition, the NMC §15.04.020 adopts the California Building Code, 2019 Edition, based on the 2018 International Building Code as published by the International Code Council, including Appendices I and J. 2019 California Building Code Section J109.5, Storm Water Control Measures, requires grading permit applications to document and detail temporary and permanent erosion-control and runoff management measures. The project would be required to demonstrate consistency during construction with NMC §15.04.020 through compliance with the NPDES Program, which includes the implementation of BMPs. Additionally, the project would be required to comply with the City's Green Street Manual, which provides BMPs to comply with the Municipal Separate Storm Sewer System Permit which requires jurisdictions in Los Angeles County reduce contaminants in runoff to improve water quality in waterways.

Compliance with federal, State, and local water quality standards, as well as the implementation of construction BMPs would prevent violations to any water quality standards or waste discharge requirements or otherwise substantially degrade surface water quality. Impacts would be less than significant and no mitigation is required.

### **Operations**

Project implementation would introduce a mixed-use development with new residential buildings and flex commercial uses, surface parking areas, landscaping, and hardscapes throughout the project site. Urban runoff originating from the project site could include a variety of contaminants, typical of a residential multi-family development, that could impact water quality. Runoff from buildings and parking areas typically contain oils, grease, and fuel; antifreeze; by-products of combustion (such as lead, cadmium, nickel, and other metals); fertilizers, herbicides, and pesticides; and other pollutants.

The City along with other dischargers in Los Angeles County are subject to waste discharge requirements (WDRs) for their municipal separate storm sewer system (MS4) discharges originating from within their jurisdictional boundaries composed of stormwater and non-stormwater as set forth in the Regional Phase I MS4 NPDES Permit under Order No. R4-2021-0105.

Order No. 2021-0105 implements the federal Phase I NPDES Stormwater Program requirements, which includes requirements to effectively prohibit non-stormwater discharges through the MS4, implement controls to reduce the discharge of pollutants in stormwater to the maximum extent practicable (MEP), and other provisions the Los Angeles Water RWQCB has determined appropriate for the control of such

pollutants. The City's Environmental Services Division oversees compliance with the MS4 permit through the implementation of the City's Green Street Policy<sup>33</sup>, Low Impact Development (LID) requirements, and by managing business pollutant discharge inspections and related stormwater management plan reviews.

The proposed project would maintain the existing drainage pattern to the maximum extent feasible. Under post development conditions, flows would drain to the southeast. The project site would contain 20 drainage management areas (DMA), which are delineated areas that is hydraulically connected to a common water quality treatment point or structure. The project's DMA are shown in see **Exhibit 4.10-1: Project LID Map**. As shown, there are several DMAs would share one treatment structure.

During storm events, runoff would flow from buildings and parking lot surfaces within each DMA. Each DMA contains catch basins that collect runoff. Once runoff is captured via the proposed catch basins, flows are carried through an underground storm drain system. The storm drain system would route flows toward nine biofiltration water quality treatment device, specifically a Modular Wetland System (MWS).

The design of the MWS provide a three-phase treatment system. When the stormwater initially enters the treatment system, a trash rack, filter media and settling chamber would capture large trash/debris and sediment in the storm water. The design of this system would treat storm water flow horizontally. Before the storm water enters the "wetland" chamber, the runoff flows through the second phase, a pre-filter cartridge, which captures fine total suspended solids (TSS), metals, nutrients and bacteria. The wetland chamber is the system's third phase of the system, which provides final treatment through a combination of physical, chemical, and biological processes. The proposed project would also include non-structural BMPs, such as storm drain stenciling and signage and efficient irrigation systems.

Once captured runoff passes through the MWS, flows continue through the underground storm drain system until reaching an area drain at the southeast portion of the project site. The storm drain would have a low flow pump that would bring treated flows to the surface. During peak storm events, the low flow pump would not be needed, since the southeast area drain sits at the lowest elevation on the project site. The volume of flows during peak storm events would naturally overflow out of the area drain and continue onto Fallon Avenue.

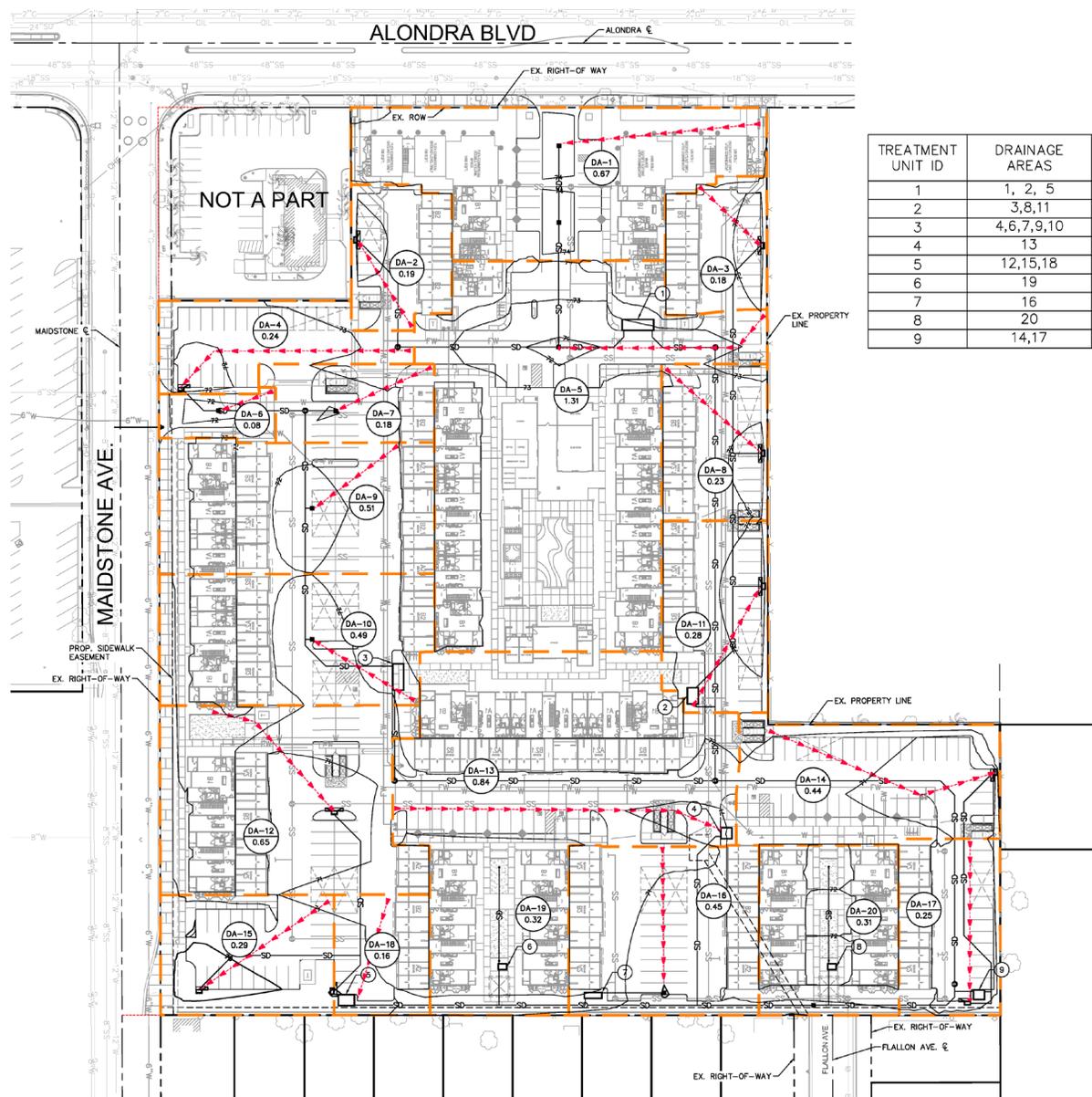
Once flows are pumped or overflow to the surface, flows would then sheet flow onto Fallon Avenue via curb and gutter, and eventually enter a public storm drain system via a catch basin located west of the 166th Street at Fallon Avenue intersection. Flows would then enter the existing Los Angeles County Flood Control District (LACFCD) facilities.

Implementation of source control BMPs including Storm Drain System Stenciling/Signage, and proper design of trash storage areas to prevent pollution of runoff, and water treatment devices, or Modular Wetland Systems, would treat up to the 85<sup>th</sup> percentile storm even as required by the County of Los Angeles LID manual<sup>34</sup>.

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<sup>33</sup> City of Norwalk, 2014, Green Streets Manual, Available at: <https://www.norwalk.org/home/showpublisheddocument/20666/636685477412730000>, Accessed August 5, 2022.

<sup>34</sup> County of Los Angeles Department of Public Works, 2014, Low Impact Development Standards Manual, Available at: [https://pw.lacounty.gov/idd/iddservices/docs/Los%20Angeles%20County%20Low%20Impact%20Development%20\(LID\)%20Manual.pdf](https://pw.lacounty.gov/idd/iddservices/docs/Los%20Angeles%20County%20Low%20Impact%20Development%20(LID)%20Manual.pdf), Accessed October 12, 2022.



**LEGEND**

- RIGHT-OF-WAY
- PROPERTY LINE
- CENTER LINE
- EASEMENT
- FLOW LINE
- DRAINAGE AREA BOUNDARY
- DA # AC
- ⊙ MWS ID

TREATMENT UNIT ID	DRAINAGE AREAS	TRIBUTARY AREA(AC)	BMP MWS MODEL	TREATMENT FLOW RATE (CFS)	TREATMENT FLOWRATE PROVIDED
1	1, 2, 5	2.17	MWS-L-8-24	0.640	0.693
2	3,8,11	0.69	MWS-L-8-12	0.233	0.346
3	4,6,7,9,10	1.5	MWS-L-8-20	0.484	0.577
4	13	0.84	MWS-L-8-8	0.191	0.230
5	12,15,18	1.10	MWS-L-8-12	0.329	0.346
6	19	0.32	MWS-L-4-8	0.088	0.115
7	16	0.45	MWS-L-4-13	0.135	0.144
8	20	0.31	MWS-L-4-8	0.085	0.115
9	14,17	0.69	MWS-L-8-8	0.171	0.230



**Exhibit 4.10-1: Project LID Map**  
Alondra Maidstone Mixed Use Project

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The proposed project would be required to comply with NMC §18.04.105, which contains provisions for standards urban stormwater mitigation plans (SUSMP) and LID requirements for new development and redevelopment projects. The project applicant would prepare and submit a SUSMP, which would include applicable LID requirements (such as high efficiency bio-filtration or retention system BMP) in the MS4 permit and Low Impact Development Standards Manual. The proposed project would be designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by controlling runoff from impervious surfaces through biofiltration. The final BMPs to be implemented for the proposed project would be determined through the City's review of the SUSMP during the City's development review and building plan check process.

The proposed project would comply with all State, County, and local regulations regarding stormwater runoff during the operational phase, which would ensure that water quality standards and waste discharge requirements would not be exceeded, and surface water and groundwater quality would not be degraded. The project would not impact groundwater quality because the project does not support infiltration. Runoff would be collected, treated onsite, and naturally flow out of the area drain and onto Flallon Avenue, and continue toward LACFCD facilities. Therefore, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality, and impacts would be less than significant.

**4.10b** *Would the project 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 of Norwalk through the Norwalk Municipal Water System provides potable and recycled water service to the project site. The City's water supply comes from groundwater pumped from the Central Groundwater Basin; reclaimed wastewater, and supplemental imported water supplied by Metropolitan Water District through the Central Basin Municipal Water District (CBMWD). The City's total water supply in 2020 was 2,131 acre-feet (AF), of which 731 AF was supplied by the Central Groundwater Basin.<sup>35</sup> Total water demand in the City in 2020 was 2,064 AF.<sup>36</sup> Multi-family residential land uses accounted for 356 AF of the water demand in 2020.<sup>37</sup>

The 2020 City of Norwalk Urban Water Management Plan (2020 UWMP) estimates that water demands in its service area will increase from 2,068 AF in 2025 to 2,091 AF by 2045. Water supplies would remain consistent at 3,694 AF from 2025 through 2045, see **Table 4.10-1: Water Supply and Demand Projections (AF)**. Groundwater supplies would remain consistent at 2,273 AF from 2025 through 2045. Further, the 2020 UWMP concludes that the City would have sufficient water supplies to meet demands in single-dry-years and multiple-dry-years (that is, five consecutive dry years) over the period of 2020 to 2045.

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<sup>35</sup> City of Norwalk, 2020, Urban Water Management Plan, Table 3.5: 2015-2020 Water Supply Summary (AF), Available at: <https://www.norwalk.org/home/showpublisheddocument/27151/637947047386700000>, Accessed August 5, 2022.

<sup>36</sup> City of Norwalk, 2020, Urban Water Management Plan, Table 2.5: 2020 Water Demands (AF), Available at: <https://www.norwalk.org/home/showpublisheddocument/27151/637947047386700000>, Accessed August 5, 2022.

<sup>37</sup> City of Norwalk, 2020, Urban Water Management Plan, Table 2.6: 2015-2020 Water Demands by Sector (AF), Available at: <https://www.norwalk.org/home/showpublisheddocument/27151/637947047386700000>, Accessed August 5, 2022.

Table 4.10-1: Water Supply and Demand Projections (AF)		
Source	2025	2045
Water Supply	3,694	3,694
Groundwater	2,273	2,273
Recycled Water	90	90
Purchased/Imported	1,331	1,331
Water Demand	2,068	2,091
Surplus	1,626	1,603
Source: Kimley-Horn, 2021.		

The proposed project would result in a mixed-use development, thereby increasing population and water demand at the project site. The project would increase water demand by 76.5 AF per year.<sup>38</sup>

The City has a total water supply of 3,694 AFY available for use, and has the ability of obtaining additional water supplies from other import suppliers including CBMWD and the cities of Cerritos and Santa Fe Springs, if the need arises.<sup>39</sup> Since the soils do not support infiltration in the existing condition, the change in impervious surfaces under project implementation would not impact groundwater recharge. Further, the project site is not an active recharge site and therefore would not substantially interfere with groundwater recharge. Project implementation would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the Central Groundwater Basin. Therefore, impacts on groundwater recharge would be less than significant and no mitigation is required.

**4.10c** *Would the project substantially alter the existing drainage pattern of the site or area, including through the alterations of the course of 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 off-site?*
- (iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*
- (iv) Impede or redirect flood flows?*

**Less Than Significant Impact.** The project site was formerly the Norwalk Indoor Swap Meet site; the swap meet structure was demolished in 2018. The project site now only contains the paved surface parking lot and soils have already been disturbed by development. No streams or rivers traverse or are located in the vicinity of the project site. The project would not result in a significant change to the site’s drainage pattern. Project implementation would include source control BMPs and water treatment devices, or

<sup>38</sup> For the purpose of water demand and population forecast, the analysis assumes all 209 units are occupied and used for residential uses only. Assuming 750 new residents and 91 gallons per capita water use per 2020 UWMP, daily water demand would be 68,250 gallons per capita, or 76.5 AFY.

<sup>39</sup> City of Norwalk, 2020, Urban Water Management Plan, Table 3.2: Imported Water Supply 2015-2020 (AF), Available at: <https://www.norwalk.org/home/showpublisheddocument/27151/637947047386700000>, Accessed August 5, 2022.

Modular Wetland Systems, would treat on-site flows. Therefore, the project would not result in substantial erosion or siltation on- or off-site.

Under project implementation, flows would drain southeast toward Fallon Avenue. The project proposes 18 different drainage management areas to collect and convey runoff from landscape areas, surface areas, and roof drainage to the proposed 9 modular wetland systems. The modular wetland systems would treat storm water flows up the 85<sup>th</sup> percentile storm event before being pumped to the surface and releasing out to Fallon Avenue. Flows would enter a public storm drain system via a catch basin located west of the 166<sup>th</sup> Street at Fallon Avenue intersection. Flows would connect to existing Los Angeles County Flood Control District (LACFCD) facilities. No flooding would occur on the project site. Impacts would be less than significant and no mitigation is required.

The proposed project would not substantially alter the existing drainage patterns within the site, while post-project runoff from the site would increase slightly due to additional impervious surfaces. However, the *Preliminary Hydrology and Hydraulics Study* demonstrates that proposed project would not significantly affect the downstream drainage systems by the increase in runoff. In compliance with the Los Angeles County Hydrology Manual<sup>40</sup> and the Los Angeles County Hydraulic Design Manual<sup>41</sup>, runoff from the project site would be treated on the site and would discharge into existing storm drain facilities. The proposed project would be required to comply with site-specific “allowable discharge rates,” as identified by the Los Angeles County Department of Public Works, that limit post-project peak flow discharges compared to existing conditions, thus minimizing the potential for flooding on- or off-site and exceedance of the capacity of existing or planned stormwater drainage systems. The project applicant must submit the hydrology and hydraulic studies to the Los Angeles County Department of Public Works for review and approval prior to the issuance of grading permits.

The project would not exceed LACFCD existing storm drain system and surface water quality requirements. During construction, the construction plans would be reviewed along with supporting hydrology reports and calculations and the project would be required to comply with NPDES requirements, as well as NMC §18.04 - Stormwater Management and Discharge Control to ensure that any potential impacts associated with runoff and water quality during grading and project construction would be addressed. According to **Appendix F**, under existing conditions, flows exit the site at 16.77 cubic feet per second (cfs) during a 25-year storm event. Under project implementation, flows exit the site at 13.26 cfs. Since the proposed project would release flows to the public storm drain system at a slower rate compared to existing conditions, the project would not exceed the capacity of the existing storm drain system.

According to the FEMA Flood Insurance Rate Map (FIRM) 06037C1839F, the project site is within Zone X, an area of minimal flood hazard.<sup>42</sup> Therefore, the project would not substantially alter existing drainage patterns which would impede or redirect flood flows.

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<sup>40</sup> County of Los Angeles, 2006, Hydrology Manual, available at: [https://dpw.lacounty.gov/wrd/publication/engineering/2006\\_Hydrology\\_Manual/2006%20Hydrology%20Manual-Divided.pdf](https://dpw.lacounty.gov/wrd/publication/engineering/2006_Hydrology_Manual/2006%20Hydrology%20Manual-Divided.pdf), Accessed August 5, 2022.

<sup>41</sup> County of Los Angeles, 1982, Hydraulic Manual, available at: [https://ladpw.org/des/design\\_manuals/Design\\_manual\\_hydraulic.pdf](https://ladpw.org/des/design_manuals/Design_manual_hydraulic.pdf), Accessed August 5, 2022.

<sup>42</sup> United States, Federal Emergency Management Agency. *FEMA. Flood Insurance Rate Map 0659C0039I*. Available at <https://msc.fema.gov/portal/search?AddressQuery=11929%20Alondra%20Blvd%2C%20Norwalk%2C%20CA%2090650#searchresultsanchor>. Accessed June 15, 2022.

Project implementation would not cause substantial erosion or siltation on or off of the site or substantial flooding on or off of the site. The project would not create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage system. Therefore, impacts would be less than significant and no mitigation is required.

**4.10d** *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

**No Impact.** As discussed above, Flood Insurance Rate Map (FIRM) 06037C1839F indicates that the project site is within Zone X, an area of minimal flood hazard. Therefore, the project site is not located within the 100-year hazard flood zone area.

Tsunamis are sea waves that are generated in response to large-magnitude earthquakes. When these waves reach shorelines, they sometimes produce coastal flooding. Seiches are the oscillation of large bodies of standing water, such as lakes, that can occur in response to ground shaking. The project site is approximately ten miles northeast (inland) of the Pacific Ocean and there are no nearby bodies of standing water.

The project proposes a multi-family residential development with opportunities for commercial flex uses and would involve only limited use of materials associated with routine property maintenance, such as janitorial supplies for cleaning purposes and/or herbicides and pesticides for landscaping. The project site is not in a flood hazard, tsunami, or seiche zone, and would not risk the release of pollutants due to project inundation. Therefore, no impact would occur and no mitigation is required.

**4.10e** *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

**Less Than Significant Impact.** The Los Angeles RWQCB Basin Plan establishes water quality standards to protect waters in the region through the implementation of NPDES permits which include waste discharge requirements and the control of point and non-point pollutants. Project construction would result in a land disturbance greater than one acre, and therefore be subject to the Construction General Permit. The project would implement a SWPPP and monitoring plan, which would include erosion-control and sediment control BMPs that would meet or exceed measures required by the Construction General Permit to control potential construction-related pollutants. The project includes several LID BMPs (e.g., Properly Designed Trash Storage Areas, Design Standards for Treatment Control BMPs, and Storm Drainage System Stenciling and Signage) as part of the project design to ensure that water quality standards are not impacted during project operations. Therefore, the project would not obstruct or conflict with the implementation of the Los Angeles RWQCB Basin Plan.

On September 16, 2014, then Governor Jerry Brown signed into law, a three-bill legislative package composed of AB 1739, SB 1168, and SB 1319, collectively known as the Sustainable Groundwater Management Act (SGMA). SGMA requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. As discussed above, portions of the City's water supply comes from groundwater from the Central Groundwater Basin. The Central Groundwater Basin is an adjudicated basin, meaning that the City has certain limits to groundwater pumping rights. The Water Replenishment District of Southern California

(WRD) is in charge of managing and protecting local ground water resources, including the Central Groundwater Basin.<sup>43</sup>

Per the Water Replenishment District of Southern California Groundwater Basins Master Plan<sup>44</sup>, the City manages supplies to ensure withdrawals from the Central Basin Aquifer do not exceed the safe yield for the Basin. The City has an adjudicated right of 2,273 AFY from the Central Groundwater Basin.<sup>45</sup> The Central Groundwater Basin is recharged from surface spreading at the Whittier Narrows Dam, Montebello Forebay Spreading Grounds, infiltration in the unlined portions of the Lower San Gabriel River, and direct injection at the Alamitos Barrier Project.<sup>46</sup> The project site is not located within these active recharge sites. In addition, the project's water demand would not exceed the City's project supplies (See Response in Threshold 4.10b) and would not substantially decrease groundwater supplies. Therefore, the proposed project would not obstruct or conflict with a water quality or groundwater management plan. Therefore, impacts would be less than significant and no mitigation is required.

### **Mitigation Program**

#### **Standard Conditions and Mitigation Measures**

No standard conditions or mitigation measures are required.

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<sup>43</sup> Water Replenishment District. About Us Page. Available at: <https://www.wrd.org/about-wrd>, Accessed August 2, 2022.

<sup>44</sup> CH2M Hill, 2016, Groundwater Basins Master Plan Final Report, Available at: <https://www.wrd.org/files/a784a9e7b/Groundwater+Basins+Master+Plan%2C+2016.pdf>, Accessed October 10, 2022.

<sup>45</sup> City of Norwalk, 2020, Urban Water Management Plan, Page 1-11, Available at: <https://www.norwalk.org/home/showpublisheddocument/27151/637947047386700000>, Accessed August 5, 2022.

<sup>46</sup> City of Norwalk, 2020, Urban Water Management Plan, Page 3-8, Available at: <https://www.norwalk.org/home/showpublisheddocument/27151/637947047386700000>, Accessed August 5, 2022.

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## 4.11 Land Use and Planning

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Physically divide an established community?				X
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?				X

### IMPACT ANALYSIS

#### 4.11a *Would the project physically divide an established community?*

**No Impact.** An example of a project that has the potential to divide an established community includes a new freeway or highway through an established neighborhood. The proposed project is a mixed-use development and does not propose any new streets or other physical barriers that could physically divide an established community. Given its nature and scope, the project would not physically divide an established community. No impacts would occur.

#### 4.11b *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

**No Impact.** The project site's General Plan Land Use designation is Neighborhood Commercial. The Neighborhood Commercial land use designation is intended to allow commercial retail and service uses to serve the essential daily needs of limited, residential areas. The project site is zoned Restricted Commercial (C-1) and Parking (P). According to the NMC Table 17-A, mixed uses with apartments in conjunction with commercial development are conditionally permitted in the C-1 zoning district. The project requires a change of zone for those portions of the project site zoned P in order that the entirety of the site is zoned C-1. Once the change of zone is adopted, the proposed project would be consistent with the General Plan land use designation and zoning district.

**Table 4.11-1: General Plan Policy Consistency** evaluates the proposed project's consistency with applicable policies of the City's General Plan and demonstrates that the proposed project would not cause a significant environmental impact due to a conflict with the City's plans and policies. Based on the analysis, the proposed project would be consistent with the applicable General Plan policies and NMC. Therefore, impacts from the proposed project would be less than significant with respect to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

### Mitigation Program

#### Standard Conditions and Mitigation Measures

No standard conditions or mitigation measures are required.

Table 4.11-1: General Plan Policy Consistency	
Policy	Consistency
<b>Land Use Element</b>	
<b>Policy.</b> Encourage balanced distribution of multi-family developments.	<b>Consistent.</b> The project site is in the southern portion of the City, bordered by commercial retail and predominately single-family residential uses. There are existing multi-family rental developments along major roads including the Park Apartments to the west on Alondra Boulevard and Olive Tree Apartments to the east on Pioneer Boulevard. The project would develop a multi-family residential for-rent with commercial flex space project along the Alondra Boulevard Corridor and would contribute towards a balanced distribution of multi-family developments in the southern portion of the City.
<b>Policy.</b> Encourage developments to be well located and functionally integrated with adjacent transit facilities.	<b>Consistent.</b> The project site is served by two different transit authorities: Norwalk Transit System (NTS) and the Los Angeles Metropolitan Transportation Authority (Metro). NTS Route 1 and Metro line 128 have a bus stop immediately northwest of the project site, along Alondra Boulevard. Further, there are additional transit stops for both NTS and Metro along Pioneer Boulevard, approximately 800 feet east of the project site. The project site is located in an area served by existing transit.
<b>Circulation Element</b>	
<b>Policy 3.1.</b> Encourage new development which facilitates transit services, provides for non-automotive circulation, and minimizes vehicle miles traveled.	<b>Consistent.</b> The project would introduce additional housing opportunities close to employment opportunities. The project would include bicycle parking racks. The site is in close proximity to existing transit stops served by NTS and Metro. Further, the project would provide connections to existing pedestrian facilities on Alondra Boulevard and Maidstone Avenue to encourage non-vehicular movement to nearby commercial retail centers (e.g., Sprouts Grocery). The proximity of existing and future commercial retail developments to the project site would reduce vehicle miles traveled by offering alternate modes of travel (e.g., walking, bicycling, public transit).
<b>Policy 7.1.</b> Provide sufficient on- and off-street parking.	<b>Consistent.</b> The proposed project would provide 410 parking stalls, including 14 stalls for commercial uses associated with the commercial flex spaces. The project includes parking in one car garages, carports, and open parking areas. All parking would be provided on-site.
<b>Conservation Element</b>	
<b>Policy.</b> Encourage the use of drought-tolerant plant materials in compliance with the State of California Water Conservation in Landscaping Act.	<b>Consistent.</b> The proposed project would include drought tolerant landscaping and low water use shrubs and groundcover. The project would use water-efficient sprinkler systems or drip lines for irrigation.
<b>Policy.</b> 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.	<b>Consistent.</b> Project development would include landscaping, including parking lot trees, groundcover, and shrubs to assist in the reduction of urban heat islands. Shade structures and landscaped open space areas throughout the project site would provide shade and further reduce urban heat island effects.

Table 4.11-1: General Plan Policy Consistency	
Policy	Consistency
<b>Housing Element</b>	
<b>Policy.</b> Ensure that persons living in Norwalk are not discriminated on the basis of race, religion, sex, marital status, ancestry, national origin, color, or other bases protected by State and Federal fair housing laws.	<b>Consistent.</b> The proposed project would provide a variety of housing options (floorplans) available to a diverse range of potential residents. The project would comply with all applicable fair housing laws.
<b>Noise Element</b>	
<b>Policy.</b> Encourage the use of acoustical materials in a new residential and community development where noise levels exceed the compatibility standards of the Noise Element.	<b>Consistent.</b> The proposed project would be developed with materials designed to attenuate noise and would comply with applicable City Noise regulations. Compliance with Title 24 standards would require energy conservation features in new construction including thermal insulation and double-glazed windows, which would also help achieve noise standards outlined in the NMC.
<b>Safety Element</b>	
<b>Policy.</b> Consider seismic requirements when determining the location and design of critical, sensitive and high-occupancy facilities.	<b>Consistent.</b> Project development would comply with applicable seismic requirements of the CBC and Title 24 criteria for seismic safety. Additionally, the proposed project would comply with applicable NMC requirements related to grading and building construction for seismic safety. A preliminary geotechnical analysis was prepared for the proposed project. The proposed project would be required to comply with regulatory requirements and design recommendations outlined in the geotechnical evaluation. Therefore, project implementation would meet the standards for seismic performance and requirements.
<b>Community Design Element</b>	
<b>Policy.</b> 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.	<b>Consistent.</b> The proposed project would be subject to the C-1 zoning development standards outlined in the NMC. During the Precise Development Plan review process, the City would review the project’s architectural style to confirm that the project would be aesthetically compatible with the surrounding land uses. The proposed project would have a modern farmhouse architecture style and use a variety of different materials to create visual interest. Residential buildings would include off-sets and articulation to provide modifications in building massing. The project proposes a harmonious architectural design with high-quality materials that would be visually compatible with uses in the area.  The project would include new landscaping along the project frontages on Alondra Boulevard and Maidstone Avenue. The proposed project is a mixed-use development predominately bordered by single-family as well as multi-family residential uses. The project does not include any uses that would be incompatible with the residential character in the area.

Table 4.11-1: General Plan Policy Consistency	
Policy	Consistency
<b>Utility Infrastructure Element</b>	
<b>Policy.</b> Provide maintenance of the sewer systems in a manner that will ensure proper service to existing and new developments.	<b>Consistent.</b> The proposed project would connect to existing sewer facilities in Maidstone Avenue and Flallon Avenue. The proposed project would install an 8-inch sewer line that would connect to the existing 8-inch line in Flallon Avenue. A looped sewer line would connect each residential building to the internal system before connecting to the existing 8-inch sewer line in Flallon Avenue.
<b>Policy.</b> Promote water conservation practices to reduce the sewage flows from existing and future developments.	<b>Consistent.</b> The project would comply with regulatory requirements that promote water conservation, including the provisions of CalGreen and NMC §17.03.020 (Water Efficient Landscape Ordinance), which closely follows the standards set by the State Model Water Efficient Landscape Ordinance. The project would include drought tolerant landscaping to promote water conservation.
<b>Policy.</b> Promote water conservation in both City operations and in private development to minimize the need for the development of new water sources and facilities.	
<b>Policy.</b> Ensure the provision of adequate fire flow rates in all new development.	<b>Consistent.</b> The proposed project would comply with City requirements regarding infrastructure improvements needed to meet respective water demands, fire flow, and pressure requirements. LACFD would review final development plans and, along with the City, would conduct ongoing evaluations to ensure facilities are adequate to serve the project.

## 4.12 Mineral Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
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?				X
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?				X

### IMPACT ANALYSIS

**4.12a** *Would the project 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 Surface Mining and Reclamation Act of 1975 (SMARA) requires the classification of land into mineral resource zones (MRZs) according to the known or inferred mineral potential of the area.<sup>47</sup> According to the California Department of Conservation (DOC) Mineral Land Classification Map, the City is located within the MRZ-1 area, indicating that no significant mineral deposits are present or little likelihood exists for their presence.<sup>48</sup> No portion of the City is classified as MRZ-2, where significant mineral deposits are present. Therefore, the project would not result in the loss of availability of a known mineral resource to the region and residents of the State, and no impacts would occur.

**4.12b** *Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

**No Impact.** The General Plan does not identify the presences of mineral resources in the City. Therefore, the project would not result in the loss of the availability of a locally known mineral resource recovery site identified within a specific land use plan, and no impacts would occur.

### Mitigation Program

#### Standard Conditions and Mitigation Measures

No standard conditions or mitigation measures are required.

<sup>47</sup> California Department of Conservation. (2018). *California Statutes and Regulations for the California Geological Survey*. Sacramento, CA: California Geologic Survey.

<sup>48</sup> California Department of Conservation. (2018). *CGS Information Warehouse: Regulatory Maps*. Retrieved from: <https://maps.conservation.ca.gov/cgs/informationwarehouse/>, Accessed: June 7, 2022.

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### 4.13 Noise

A noise analysis was prepared by Kimley-Horn and Associates, Inc. (Kimley-Horn, 2022) for the proposed project. The noise modeling is included in **Appendix G: Noise Data** and the results are summarized below.

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
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?			X	
b) Generation of excessive ground borne vibration or groundborne noise levels?		X		
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?				X

#### BACKGROUND

This analysis describes sound in terms of amplitude (loudness) and frequency (pitch). Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a medium (e.g., air) to a human (or animal) ear. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or hertz (Hz).

Noise is defined as loud, unexpected, or annoying sounds. In acoustics, the fundamental model consists of a noise source, a receptor, and the propagation path between the two. The loudness of the noise source, obstructions, or atmospheric factors affecting the propagation path, determine the perceived sound level and noise characteristics at the receptor. Acoustics deals primarily with the propagation and control of sound. A typical noise environment consists of a base of steady background noise that is the sum of any distant and indistinguishable noise sources. These sources can vary from an occasional aircraft or train passing by to continuous noise from traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a large range of numbers. To avoid this, the decibel (dB) scale was devised. The dB scale uses the hearing threshold of 20 micro pascals (µPa) as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and

the logarithm is taken to keep the numbers in a practical range. The dB scale allows a million-fold increase in pressures to be expressed as 120 dB, and changes in levels correspond closely to human perception of related loudness.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise as well as the time of day when the noise occurs. For example, the Equivalent Continuous Sound Level ( $L_{eq}$ ) is the acoustic energy content of noise for a stated period; thus, the  $L_{eq}$  of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. The Day-Night Sound Level ( $L_{dn}$ ) is the average equivalent sound level over a 24-hour period, with a penalty added for noise during the nighttime hours of 10:00 PM to 7:00 AM. During the nighttime period 10 dB is added to reflect the impact of the noise.

### **Existing Conditions**

The project site contains a paved surface parking lot and building foundation from the former Norwalk Swap Meet, and the surrounding land uses are predominantly residential, institutional (school), and commercial. Mobile noise sources, especially cars and trucks, are the most common and significant sources of noise in the project area. Most of the existing mobile noise in the project area is from vehicles traveling along surrounding roadways including Alondra Boulevard, Maidstone Avenue, and Pioneer Boulevard. The primary sources of stationary noise are urban activities (i.e., mechanical equipment, parking areas, and pedestrians). The noise associated with these sources may represent a single-event noise occurrence, short-term or long-term/continuous noise.

**Noise-Sensitive Receptors.** Noise-sensitive receptors are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are also sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are additional noise-sensitive land uses. Noise-sensitive receptors (i.e., single-family and multi-family residential uses) generally border the project site. Additionally, Excelsior High School is to the north of the project site. The nearest noise-sensitive receptors are the single-family residential uses directly to the south and west on College Drive and Maidstone Avenue, respectively, and multi-family residential uses on Pioneer Boulevard to the east of the project site.

**Noise Measurements.** To quantify existing ambient noise levels in the project area, four short-term (10-minute) measurements were conducted on July 13, 2022. The 10-minute daytime measurements were taken between 3:19 PM and 4:23 PM. In addition, one long-term noise measurement (24 hours in duration) starting on October 4, 2022 and ending October 5, 2022; see Appendix G. Noise level measurements were taken on and near the project site to establish current baseline noise levels; see Appendix G for a map of noise measurement locations.

Short-term ( $L_{eq}$ ) measurements are representative of the noise levels throughout the day. **Table 4.13-1: Noise Measurements**, shows the results of the four short-term and long-term noise measurements.

Transportation-related noise associated with the arterial transportation network, and background noise from land use activities, dominates the background ambient noise levels in the project study area.

Meteorological conditions were clear skies, warm temperatures with light wind speeds (10 miles per hour) and low humidity. Noise monitoring equipment used for the ambient noise survey was a Larson Davis LxT Type I sound level meter. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for Type I sound level meters.

Table 4.13-1: Noise Measurements						
Site Number	Description	Daytime Average Leq (dBA) <sup>1</sup>	Nighttime Average Leq (dBA) <sup>1</sup>	24-hour L <sub>dn</sub>	Time	Duration
<b>Short-Term Measurements</b>						
ST-1	Northern end of Fallon Avenue, southeast of project site.	48.2	-	-	3:19 PM	10 minutes
ST-2	Northern side of Baylor Drive, approximately 250 feet west of the project site.	47.4	-	-	3:37 PM	10 minutes
ST-3	Near the center of the project site.	50.2	-	-	3:58 PM	10 minutes
ST-4	Center of the Northern portion of the project site along Alondra Boulevard.	59.0	-	-	4:13 PM	10 minutes
<b>Long-Term Measurements</b>						
LT-1	Southeastern portion of project site, adjacent to single-family residences to the south.	50.7	47.7	54.7	1:55 PM	24 hours
Leq: equivalent noise level; L <sub>min</sub> : minimum noise level; L <sub>max</sub> : maximum noise level; L <sub>dn</sub> : Day Night Average Sound Level						
Notes:						
1. Daytime hours are from 7:00 a.m. to 10:00 p.m., and nighttime hours are from 10:00 p.m. to 7:00 a.m. The 10-minute Leq is listed from short-term measurement data.						
Source: Noise measurements conducted by Kimley-Horn on July 13, 2022, and October 4, 2022.						

### Regulatory Setting

**California Code of Regulations, Title 24.** The California Code of Regulations, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code codifies the State’s noise insulation standards. These noise standards apply to new construction in California for the purpose of interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the design of the structure would limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

**City of Norwalk General Plan.** The General Plan Noise Element contains noise and land use compatibility standards for various land uses throughout the City; see **Table 4.13-2: Norwalk Noise and Land Use Compatibility**. The City uses these standards and criteria in the land use planning process to reduce future noise and land use incompatibilities. The standards shown in the table are the primary tool that allows the City to ensure integrated planning for compatibility between land uses and outdoor noise.

**NMC Section 9.04.120, Ambient Noise Level.** NMC §9.04.120 defines “ambient noise” as 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 ambient noise levels in Norwalk are assumed to be 45 dBA at night and 55 dBA in the day in Residential Zones, and 60-65 dBA anytime for all other zones.

**NMC Section 9.04.140, General Noise Regulations.** NMC §9.04.140 states that 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. An average noise level reading measured pursuant to NMC §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 fade evidence of a violation of the provisions of this article.

**Table 4.13-2: Norwalk Noise and Land Use Compatibility**

Land Use Category	Community Noise Exposure $L_{dn}$ or CNEL, dB					
	55	60	65	70	75	80
Residential - Low Density Single Family, Duplex, Mobile Homes	Clearly Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Residential - Multifamily	Clearly Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Transient Lodging - Motels, Hotels	Clearly Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Nursing Homes	Clearly Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheaters	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Sports Arena, Outdoor Spectator Sports	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Playgrounds, Neighborhood Parks	Clearly Acceptable	Clearly Acceptable	Clearly Acceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Clearly Acceptable	Clearly Acceptable	Clearly Acceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Office Buildings, Business Commercial and Professional	Clearly Acceptable	Clearly Acceptable	Clearly Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Industrial, Manufacturing Utilities, Agriculture	Clearly Acceptable	Clearly Acceptable	Clearly Acceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable

**Legend:**

-  **Clearly Acceptable**  
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
-  **Normally Acceptable**  
New construction or development should be undertaken only where a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
-  **Normally Unacceptable**  
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
-  **Clearly Unacceptable**  
New construction or development should generally not be undertaken.

**Considerations In Determination of Noise-Compatible Land Use**

- a. Suitable Interior Environments**  
One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL of  $L_{dn}$ . This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under construction, should govern the minimum acceptable distance to a noise source.
- b. Acceptable Outdoor Environments**  
Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

Source: City of Norwalk, *City of Norwalk General Plan, Land Use Compatibility*, February 1996.

**NMC Section 9.04.150, Particular Acts.** NMC §9.04.150 declares the following relevant acts to be unlawful:

2. Prima Facie Violation. An average noise level reading measured pursuant to §9.04.130 which exceeds the ambient noise level at the property line of any residential land (or if a condominium or apartment) by more than five decibels shall be deemed to be prima facie evidence of a violation of the provisions of this article;

- E. Construction or Repairing of Buildings. The erection (including excavation), demolition, alteration, construction or repair of any building other than between the hours of 7:00 AM and 6:00 PM or sunset, 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 Building Official or Director of Community Development, 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 Building Official or Director of Community Development 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 6:00 PM or sunset, whichever is later, and 7:00 AM, 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 6:00 PM or sunset, whichever is later, and 7:00 AM, or any day, or at such times within such hours as he or she shall fix in accordance with such determination;
- G. Pile Drivers, Hammers, Etc. The operation between the hours of 6:00 PM or sunset, whichever is later, and 7:00 AM 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 NMC.

**Federal Transit Administration – Construction Noise.** As outlined in the Federal Transit Administration’s (FTA’s) 2018 *Transit Noise and Vibration Impact Assessment Manual* (FTA Transit Noise and Vibration Manual), for temporary construction-related noise to be considered significant, construction noise levels would have to exceed the FTA’s 8-hour average construction noise standards of 80 dBA  $L_{eq}$  at residential uses, 85 dBA  $L_{eq}$  at commercial uses, and/or 90 dBA  $L_{eq}$  at industrial uses.

**Federal Transit Administration – Vibration.** The FTA has established the following criteria to evaluate impacts related to groundborne vibration associated with potential building damage:

- Project Construction activities cause groundborne vibration levels to exceed 0.5 inches-per-second peak particle velocity (in/sec PPV) at the nearest off-site reinforced concrete, steel, or timber building.
- Project Construction activities cause groundborne vibration levels to exceed 0.3 in/sec PPV at the nearest off-site engineered concrete and masonry building.
- Project Construction activities cause groundborne vibration levels to exceed 0.2 in/sec PPV at the nearest off-site non-engineered timber and masonry building.
- Project Construction activities cause groundborne vibration levels to exceed 0.12 in/sec PPV at buildings extremely susceptible to vibration damage, such as historic buildings.

**California Department of Transportation – Vibration.** According to Caltrans, a vibration velocity of 0.40 in/sec PPV is when vibrations are considered severe by people subjected to continuous vibrations.<sup>49</sup>

As outlined in the Federal Transit Administration’s (FTA’s) 2018 *Transit Noise and Vibration Impact Assessment Manual* (FTA Transit Noise and Vibration Manual), for temporary construction-related noise to be considered significant, construction noise levels would have to exceed the FTA’s 8-hour average

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<sup>49</sup> California Department of Transportation, January 23, 2004, *Transportation Related Earthborne Vibrations Technical Advisory*.

construction noise standards of 80 dBA  $L_{eq}$  at residential uses, 85 dBA  $L_{eq}$  at commercial uses, and/or 90 dBA  $L_{eq}$  at industrial uses.

**IMPACT ANALYSIS**

**4.13a** *Would the project result in the 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 ordinances, or applicable standards of other agencies?*

**Less Than Significant Impact.**

**Construction.** Construction noise represents a short-term impact on ambient noise levels. Noise generated by equipment for grading and construction equipment, including trucks, graders, bulldozers, concrete mixers and portable generators can reach high levels. Construction activities on the project site would expose existing noise-sensitive uses to increased noise levels. In typical construction projects such as the proposed project, the loudest noise generally occurs during grading activities because they involve the largest equipment. **Table 4.13-4: Maximum Noise Levels Generated by Construction Equipment** shows the maximum noise levels generated by construction equipment. It is noted that the noise levels identified in the table area maximum sound levels ( $L_{max}$ ), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

<b>Table 4.13-4: Maximum Noise Levels Generated by Construction Equipment</b>		
<b>Equipment</b>	<b>Typical Noise Level (dBA)</b>	
	<b>Acoustical Use Factor</b>	<b><math>L_{max}</math> at 50 Feet (dBA)</b>
Crane	16	88
Concrete Mixer Truck	40	85
Backhoe	40	80
Dozer	40	85
Paver	50	85
Roller	20	85
Water Truck	40	88
Grader	40	85
Compactor	40	82

dBA: A-weighted decibels;  $L_{max}$ : maximum noise level  
 Note: Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.  
 Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

Noise-sensitive uses surrounding the project site include single-family residences adjacent to the south, west (65 feet), multi-family residences to the east (25 feet), and Excelsior High School to the north (115 feet). The proposed project may expose these sensitive receptors to elevated noise levels during project construction. **Table 4.13-5: Project Construction Noise Levels** shows the project’s estimated exterior construction noise levels without accounting for attenuation from existing physical barriers. In accordance with Federal Transit Administration (FTA) methodology, when calculating construction noise, all construction equipment is assumed to operate simultaneously at the approximate center of the construction area since equipment would operate throughout the project site and not at a fixed location

for extended periods of time. Therefore, the distance from the center of the project site construction area to various sensitive receptors best represents the potential average construction-related noise levels.

**Table 4.13-5: Project Construction Noise Levels**

Construction Phase	Receptor Location			Worst Case Modeled Exterior Noise Level (dBA L <sub>eq</sub> )	Noise Threshold (dBA L <sub>eq</sub> ) <sup>2</sup>	Exceeded?
	Land Use	Direction	Distance to Project Site Center (feet) <sup>1</sup>			
Site Preparation	Residential	South	330	71.2	80	No
	Residential	West	340	71.0	80	No
	Residential	East	430	68.9	80	No
	High School	North	500	67.6	80	No
Grading	Residential	South	330	70.9	80	No
	Residential	West	340	70.6	80	No
	Residential	East	430	68.6	80	No
	High School	North	500	67.3	80	No
Building Construction	Residential	South	330	73.0	80	No
	Residential	West	340	72.7	80	No
	Residential	East	430	70.7	80	No
	High School	North	500	69.4	80	No
Paving	Residential	South	330	70.1	80	No
	Residential	West	340	69.9	80	No
	Residential	East	430	67.8	80	No
	High School	North	500	66.5	80	No
Architectural Coating	Residential	South	330	57.3	80	No
	Residential	West	340	57.0	80	No
	Residential	East	430	55.0	80	No
	High School	North	500	53.7	80	No

1. Per the methodology described in the FTA *Transit Noise and Vibration Impact Assessment Manual* (September 2018), distances are measured from the nearby buildings to the center of the project construction site. Therefore, distance may not match those identified in the context, which are measured from the property line.

2. Threshold from the Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018.

Source: Federal Highway Administration, *Roadway Construction Noise Model*, 2006. See Appendix G for noise modeling results.

As shown in **Table 4.13-5**, unobstructed construction noise levels could reach 73.0 dBA at the property line of the nearest sensitive receptor. It is also noted that construction equipment would operate throughout the project site during each phase and the associated noise levels would not occur at a fixed location for extended periods.

The City’s Noise Ordinance does not establish quantitative construction noise standards and only limits the hours of operation. The FTA has established a threshold of 80 dBA (8-hour L<sub>eq</sub>) for residential uses and 90 dBA (8-hour L<sub>eq</sub>) for non-residential uses to evaluate construction noise impacts.<sup>50</sup> Noise levels at the nearest sensitive receptors would reach a maximum of 73.0 dBA and would not exceed the FTA’s 80 dBA L<sub>eq</sub> noise standard for residential uses (Table 4.13-5). NMC §9.04.150 exempts construction activities from the City’s noise standards between the hours of 7:00 AM and 6:00 PM or sunset, whichever is later. It is also noted that construction noise would be acoustically dispersed throughout the project site and not concentrated in one area near surrounding sensitive uses, and project construction equipment would be

<sup>50</sup> Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, Table 7-2, Page 179, September 2018.

equipped with functioning mufflers as mandated by the state. Therefore, construction-related noise impacts would be less than significant and no mitigation is required.

**Operation.** Typical noise sources associated with residential and commercial land uses include mechanical equipment, parking lots, trash/recycling collection, landscaping equipment, and mobile traffic noise.

**Mechanical Equipment.** Mechanical equipment (e.g., heating, ventilation, and air conditioning [HVAC] equipment) typically generates noise levels of approximately 52 dBA at 50 feet.<sup>51</sup> Sound levels decrease by 6 dBA for each doubling of distance from the source.<sup>52</sup> The nearest noise-sensitive receptors (single-family residential uses) would be located within approximately 90-100 feet from the nearest rooftop HVAC equipment at the project site. At this distance, mechanical equipment noise levels would be approximately 50.5 dBA.<sup>53</sup> and would not exceed the City's ambient plus five dBA noise standard of 55.7 dBA during the daytime or 52.7 dBA during the nighttime<sup>54</sup> as set forth in NMC §9.04.140(B). Therefore, impacts from mechanical equipment would be less than significant.

**Parking Lot Noise.** The instantaneous maximum sound levels generated by a car door slamming, engine starting up, car pass-bys, and conversations in the project parking areas could be an annoyance to adjacent noise-sensitive receptors. For the purpose of providing a conservative, quantitative estimate of parking lot noise levels from the project, the methodology recommended by FTA for the general assessment of stationary transit noise sources is used. Using the methodology, the project's peak hourly noise level that would be generated by the on-site parking levels was estimated using the following FTA equation for a parking lot:

$$L_{eq(h)} = SEL_{ref} + 10 \log (NA/1,000) - 35.6$$

Where:

$L_{eq(h)}$  = hourly  $L_{eq}$  noise level at 50 feet

$SEL_{ref}$  = reference noise level for stationary noise source represented in sound exposure level (SEL) at 50 feet

NA = number of automobiles per hour

35.6 is a constant in the formula, calculated as 10 times the logarithm of the number of seconds in an hour

Based on the peak hour trip generation data from the Traffic Scoping Letter Agreement (Kimley-Horn, 2022), a maximum of approximately 124 trips would be made to the project site during the PM peak hour each day. Using the FTA's reference noise level of 92 dBA  $SEL^{55}$  at 50 feet from the noise source, the project's highest peak hour vehicle trips would generate noise levels of approximately 47.3 dBA  $L_{eq}$  at 50 feet from the parking lot. The nearest sensitive receptors (residential uses to the south) would be located approximately 25 feet from the nearest parking lot on the project site. Based on distance attenuation and an estimated 5 dBA reduction from the proposed 6.3-foot-high masonry perimeter wall,<sup>56</sup> parking lot noise at the nearest sensitive receptor would be approximately 48.3 dBA  $L_{eq}$  which is below the City's ambient plus five dBA noise standard of 55.7 dBA during the daytime and 52.7 dBA during the nighttime<sup>57</sup> as set forth in NMC §9.04.140(B). Therefore, noise impacts from parking lots would be less than significant.

<sup>51</sup> Elliott H. Berger, Rick Neitzel1, and Cynthia A. Kladden. (2010). *Noise Navigator Sound Level Database with Over 1700 Measurement Values*.

<sup>52</sup> Cyril M. Harris, *Noise Control in Buildings*, 1994.

<sup>53</sup> The noise calculation includes a 7 dBA reduction as the HVAC equipment would be roof mounted, centrally located, and shielded by parapets/screening walls.

<sup>54</sup> See measurement LT-1 in **Table 4.13-1** for the nearest measured daytime and nighttime ambient noise levels.

<sup>55</sup> Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

<sup>56</sup> Federal Highway Administration, *Roadway Construction Noise Model User's Guide*, January 2006.

<sup>57</sup> See measurement LT-1 in **Table 4.13-1** for the nearest measured daytime and nighttime ambient noise levels.

Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, based on a time-averaged scale such as the CNEL scale. The instantaneous maximum sound levels generated by the slamming of a car door, starting an engine starting up, and car pass-bys, range from 53 to 61 dBA  $L_{max}$  at 50 feet<sup>58</sup> and may be an annoyance to adjacent noise-sensitive receptors. Conversations in parking areas may also be an annoyance to adjacent noise-sensitive receptors. Sound levels of speech typically range from 33 dBA  $L_{max}$  at 50 feet for normal speech to 50 dBA  $L_{max}$  at 50 feet for very loud speech.<sup>59</sup>

Using the highest reference noise level of 61 dBA  $L_{max}$  at 50 feet mentioned above, Parking noise events would be instantaneous and short-term in duration. Additionally, parking noise also occurs at the project site and adjacent property to the east, as well as the residential neighborhoods to west, south, and east under existing conditions. In addition, the proposed 6.3-foot masonry perimeter wall would also separate the parking areas from adjacent noise-sensitive receptors and attenuate the noise energy. According to the FHWA Roadway Construction Noise Model User's Guide (January 2006), a solid barrier would reduce noise levels by at least 5 dBA. Therefore, parking lot noise associated with the proposed project would not introduce a new intrusive noise source when compared to existing conditions. Thus, noise impacts from parking lots would be less than significant.

Trash/Recycling Collection Noise. The project would require weekly trash/recycling collection. Trash/recycling trucks would access the project site from Alondra Boulevard and Maidstone Avenue. Low speed truck noise results from a combination of engine, exhaust, and tire noise, as well as the intermittent sounds of back-up alarms and releases of compressed air associated with truck air brakes. As such, trash/recycling pickup trucks could generate noticeable noise levels at nearby receptors. However, trash/recycling collection activities currently occur at adjacent uses and are essential to the project area. Further, trash/recycling pickup noise would be short term and intermittent and already occurs at and adjacent to sensitive receptors under existing conditions. Therefore, noise impacts associated with trash/recycling collection would be less than significant.

Landscaping Equipment. The project would include the use of landscaping equipment such as lawnmowers and leaf blowers throughout the site which can generate high noise levels at close distances. The nearest off-site noise-sensitive uses (residences directly to the south of the project site) could be exposed to project-generated landscaping equipment noise. However, the use of landscaping equipment would be infrequent, short in duration, and would take place during normal daytime hours. In addition, properties surrounding the nearest residential uses generate landscaping equipment noise under existing conditions. Therefore, landscaping equipment noise associated with the proposed project would not introduce a new intrusive noise source when compared to existing conditions. Impacts would be less than significant.

Off-Site Mobile Noise. Implementation of the project would generate increased traffic volumes along nearby roadway segments. In general, a traffic noise increase of less than 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable.<sup>60</sup> Traffic volumes on project area roadways would have to approximately double for the resulting traffic noise levels to increase by 3 dBA.<sup>61</sup> Therefore,

<sup>58</sup> Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.

<sup>59</sup> Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, June 26, 2015.

<sup>60</sup> Federal Highway Administration, *Highway Traffic Noise Analysis and Abatement Policy and Guidance, Noise Fundamentals*, [https://www.fhwa.dot.gov/Environment/noise/regulations\\_and\\_guidance/polguide/polguide02.cfm](https://www.fhwa.dot.gov/Environment/noise/regulations_and_guidance/polguide/polguide02.cfm), accessed July 12, 2021.

<sup>61</sup> California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013.

permanent increases in ambient noise levels of less than 3 dBA would be less than significant. According to the Norwalk General Plan<sup>62</sup>, Maidstone Avenue is categorized as Collector Road and Alondra Boulevard and Pioneer Boulevard are classified as Major Highways. Based on the County of Los Angeles General Plan Update Transportation and Circulation Analysis, the typical capacity of a collector street is approximately 15,000 vehicles per day.<sup>63</sup> Daily vehicular trip would be higher for Major Highways since they are wider and provide more mobility at higher speeds and longer distances. The proposed project would generate 1,609 daily vehicle trips, which would not double the existing traffic volumes and would not result in a perceivable noise increase along any roadways in the project vicinity. Therefore, the project’s off-site traffic noise levels would be less than significant and no mitigation is required.

**4.13b** *Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?*

**Less Than Significant Impact with Mitigation.** Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located near the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Ground-borne vibrations from construction activities rarely reach levels that damage structures.

The FTA has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.20 inch/second) appears to be conservative. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods. Building damage can be cosmetic or structural. **Table 4.13-6: Typical Vibration Levels for Construction Equipment** identifies typical vibration levels produced by construction equipment.

Table 4.13-6: Typical Vibration Levels for Construction Equipment			
Equipment	Approximate Peak Particle Velocity at 25 Feet (inches/second) <sup>1</sup>	Approximate Peak Particle Velocity at 15 Feet (inches/second) <sup>2</sup>	Approximate Peak Particle Velocity at 10 Feet (inches/second) <sup>2</sup>
Large bulldozer	0.089	0.192	0.352
Caisson drilling	0.089	0.192	0.352
Loaded trucks	0.076	0.164	0.300
Jackhammer	0.035	0.075	0.138
Small bulldozer	0.003	0.007	0.012

1. Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018. Table 7-4.  
 2. Calculated using the following formula:  

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$
 where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance  
 PPV (ref) = the reference vibration level in in/sec from Table 7-4 of the FTA *Transit Noise and Vibration Impact Assessment Manual*, September 2018.  
 D = the distance from the equipment to the receiver

<sup>62</sup> City of Norwalk, *The City of Norwalk General Plan Citywide Elements – Circulation*, 1996.

<sup>63</sup> County of Los Angeles, *County of Los Angeles General Plan Update Transportation and Circulation Analysis*, 2014.

The nearest off-site buildings (single-family residences to the south) would be located approximately 10 feet from the active construction zone at the project site. As shown in **Table 4.13-6**, vibration velocities from heavy construction equipment would range from 0.012 in/sec PPV (a small bulldozer) to 0.352 in/sec PPV (a large bulldozer or caisson drill) at 10 feet and would exceed the FTA's 0.2 in/sec PPV damage criteria for non-engineered timber and masonry buildings but would be below Caltrans' 0.4 inch-per-second PPV human annoyance threshold. However, vibration velocities from heavy construction equipment would range from 0.007 in/sec PPV to 0.192 in/sec PPV at a distance of 15 feet and would be below the both FTA's 0.2 in/sec PPV threshold and Caltrans' 0.4 inch-per-second PPV human annoyance threshold. Therefore, MM NOI-1 is required, which would prohibit the use of heavy construction equipment (i.e., large bulldozers, caisson drills, and/or loaded trucks) within 15 feet of off-site buildings to ensure construction FTA's damage criterion of 0.2 in/sec PPV. With implementation of MM NOI-1, construction vibration impacts would be less than significant.

**4.13c** *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

**No Impact.** The project site is approximately six miles northwest of the Fullerton Municipal Airport, and is not within the Fullerton Municipal Airport Influence Areas Project implementation would not result in the exposure of people residing or working in the project area to excessive or high noise impact levels associated with aircraft. Therefore, no impact would occur.

#### **Standard Conditions and Requirements**

No standard conditions are applicable to the proposed project.

#### **Mitigation Measures**

**MM NOI-1** Prior to issuance of a demolition permit, the applicant shall provide to the City a Vibration Management Plan and implement minimum allowable setbacks from nearby buildings/structures to the south for heavy machinery. When construction is required in areas within direct proximity to the existing residences immediately south of the project site, the contractor(s) will observe the following minimum allowable setbacks for specified construction equipment:

- Large Bulldozers, Caisson Drilling, and Loaded Trucks shall not be used within 15 feet of any building

## 4.14 Population and Housing

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
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)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

### IMPACT ANALYSIS

**4.14a** *Would the project 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)?*

**Less than Significant Impact.** The Southern California Association of Governments (SCAG) 2020-2045 *Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* developed growth forecasts for individual cities and counties, including the City of Norwalk. The City’s population is forecast to increase to 107,000 persons and 27,3000 households by 2045.<sup>64</sup> According to the California Department of Finance, the City’s current population is approximately 101,645 persons as of January 1, 2022, with an average of 3.59 persons per household.<sup>65</sup>

Project construction would bring workers to the project site; however, construction labor is expected to be available from the local and regional labor pool. Additionally, construction jobs are short-term and would span the length of the construction phase. Given the short-term nature of construction work, the proposed project’s construction would not result in a long-term increase in employment and is therefore not expected to induce population growth to the area.

Project implementation would result in the development of a 209-unit multi-family residential community including 6 commercial flex units fronting Alondra Boulevard. Based on 209 dwelling units and 3.59 persons per household, the project would introduce 750 new residents, which would incrementally increase the City’s existing population by 0.73 percent, to a total of 102,395 persons. The project’s population represents a worst-case scenario because not all 750 persons may be new residents to the City. Some residences may be occupied by residents already living in the City. The project’s forecast population growth accounts for less than one percent of the City’s overall population and is within SCAG population forecast, and therefore not considered substantial population growth.

<sup>64</sup> SCAG, Demographics and Growth Forecast, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategies. Los Angeles, California, December 2021.

<sup>65</sup> State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2022. Available at: <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/>. Accessed July 27, 2022.

The City's Regional Housing Needs Assessment (RHNA) for the 2021-2029 planning period identifies the City's future housing need is 5,034 units. The project would contribute toward meeting the City's housing need for the 2021-2029 planning period. The proposed project would add 209 residences to the City's housing inventory and help the City in meeting its RHNA allocation. Therefore, the population generated by the proposed project would not result in unplanned population growth in the project area. Impact would be less than significant and no mitigation is required.

**4.14b** *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

**No Impact.** There are no existing residential uses on the project site; therefore, the project would not displace existing housing or require the construction of replacement housing elsewhere. No impacts would occur.

#### **Mitigation Program**

#### **Standard Conditions and Mitigation Measures**

No standard conditions or mitigation measures are required.

### 4.15 Public Services

<i>Environmental Issue</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physical 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:</b>				
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?			X	
d) Parks?			X	
e) Other public facilities?			X	

#### IMPACT ANALYSIS

##### 4.15a Fire Protection?

**Less Than Significant Impact.** Fire prevention, fire protection, and emergency medical services in the project area are provided by the County of Los Angeles Fire Department (LACFD) Division IV. A significant environmental impact could result if project implementation increased demand for fire protection services to the extent that the construction of new or physically altered fire protection facilities would be needed and could cause physical impacts. The nearest LACFD facility is Station 115, located at 11317 Alondra Boulevard, approximately 0.4 mile west of the project site. LACFD goals for response times are 5 minutes for emergency calls, and 8 minutes for paramedic life support calls.<sup>66</sup> The proposed project would introduce a new mixed-use development with a multi-family residential community with flex commercial opportunities, and thereby increase the demand for fire protection and emergency medical services to the project site. However, the forecast population growth and increased demand for services would not exceed regional population growth projections and anticipated public service needs.

LACFD’s Land Development Unit would review all building plans for the proposed project during the building permit plan check to ensure that there is sufficient access and water system requirements are met, and that the proposed project meets all applicable building code requirements—including automatic sprinkler systems, fire extinguishers, and fire alarms. Although the project is a new development project, the project site already falls within the existing LACFD service area. Project operation would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for fire protection services. Further, the proposed project would contribute to the City’s property tax base, which is used to fund the fire protection services. Therefore, impacts on fire protection services from project operation would be less than significant and no mitigation is required.

<sup>66</sup> City of Norwalk, Norwalk Entertainment District – Civic Center Specific Plan Project Draft EIR, Available at: <https://www.norwalk.org/home/showpublisheddocument/27019/637921804832170000>, accessed October 10, 2022.

#### 4.15b Police Protection?

**Less Than Significant Impact.** Law enforcement services are provided by the County of Los Angeles Sheriff's Department, South Patrol Division. A significant environmental impact could result if project implementation increased demand for police protection services to the extent that the construction of new or physically altered sheriff's facilities would be needed and could cause physical impacts.

The Norwalk Sheriff Station is located at 12335 Civic Center Drive, approximately two miles north of the project site. The Norwalk Station has 167 sworn personnel and 37 professional staff. LASD sets goals for response times of 10 minutes for emergency calls, 20 minutes for priority calls, and 60 minutes for routine calls. During 2020-2021, the Norwalk Station's average response times for emergency, priority, and regular calls were 3.8, 7.9, and 38.3 minutes, respectively.<sup>67</sup>

The population growth that the analysis forecasted for the project would incrementally increase the demand for police protection services to the project site. However, the forecast population growth and increased demand for services would not exceed regional growth population projections and anticipated public service needs. The LASD would review the proposed project as a part of the plan check process to ensure that adequate lighting, safety and security features are included in project design. The project does not propose, and would not create a need for, new/physically altered police protection facilities to maintain acceptable service ratios/response times. Therefore, the project would not result in adverse physical impacts associated with such facilities. The project does not propose and would not create a need for new/physically altered police protection facilities. Impacts would be less than significant, and no mitigation is required.

#### 4.15c Schools?

**Less Than Significant Impact.** The project site is within the boundaries of the ABC Unified School District (AUSD). Schools serving the project site would include Niemes Elementary School (K-6) located at 16715 Jersey Avenue, Ross Middle School (7-8) located at 17707 Elaine Avenue, and Gahr High School (9-12) located at 11111 Artesia Boulevard.<sup>68</sup> The project site is approximately 0.5 mile north of Niemes Elementary School, 1.0 mile northwest of Ross Middle School, and 0.9 mile northeast to Gahr High School. Enrollment capacity for AUSD was 18,889 for the 2021-22 school year.<sup>69</sup> The 2020 Residential and Commercial/Industrial Development (CID) School Fee Justification Study for AUSD reports that AUSD facilities capacity exceeded student enrollment at all school levels in the 2019-2020 school year.<sup>70</sup>

Student generation rates for new multi-family development are provided in the 2020 Residential and CID Development School Fee Justification Study for AUSD at the following rates:

- Elementary School: 0.27 students per dwelling unit for multi-family residential
- Middle School: 0.08 students per dwelling unit for multi-family residential
- High School: 0.17 students per dwelling unit for multi-family residential

<sup>67</sup> Email communication, LASD Departmental Facilities Planer II - Rochelle Campomanes, [RECampom@lasd.org](mailto:RECampom@lasd.org), August 4, 2022.

<sup>68</sup> ABC Unified School District. School Search (2022). Available at: [https://www.abcusd.us/apps/pages/index.jsp?uREC\\_ID=1185677&type=d&pREC\\_ID=1444428](https://www.abcusd.us/apps/pages/index.jsp?uREC_ID=1185677&type=d&pREC_ID=1444428), Accessed on June 7, 2022.

<sup>69</sup> California Department of Education. Data Quest for ABC Unified School District. Available at: <https://dq.cde.ca.gov/dataquest/dqcensus/EnrEthGrd.aspx?cde=19642126010946&aggllevel=school&year=2021-22>. Accessed: June 7, 2022.

<sup>70</sup> ABC Unified School District. *Residential and CID Development School Justification Study (2020)*. Available at: <https://4.files.edl.io/60a9/10/22/20/190750-c177b75a-5123-47d3-a71e-5a651c3e9973.pdf>. Accessed June 7, 2022.

Based on 209 dwelling units and the above-stated student generation factors, the proposed project is forecast to generate 56 elementary students, 16 middle school students, and 35 high school students as identified in **Table 4.15-1: Proposed Project Student Generation**.

<b>Table 4.15-1: Proposed Project Student Generation</b>			
<b>Grade level</b>	<b>Student Generation Factor<sup>1</sup></b>	<b>Dwelling Units</b>	<b>Total Students Generated</b>
Elementary School	0.2712	209	56
Middle School	0.0848		16
High School	0.1728		35
<b>Total</b>			<b>107</b>
Source: AUSD Residential and CID Development School Justification Study, 2020			

According to Section IV of the 2020 Residential and CID Development School Fee Justification Study for AUSD, there were a surplus of 1,871 elementary school seats, 100 surplus middle school seats, and 734 high school seats available. Therefore, there would be sufficient capacity at AUSD facilities to accommodate the project’s projected student enrollment. Further, the project would be subject to payment of school impact fees in accordance with SB 50. Pursuant to Government Code §65995(3)(h), “payment of statutory fees is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use or development of real property...”. Currently, residential development school impact fees are \$4.08 per square foot (sf) and 0.66 per sf for commercial development.<sup>71</sup> The project applicant would pay developer fees in compliance with the established regulatory framework to support provision of adequate school services.

Project construction activities would be limited within the project site boundaries. No off-site improvements that could disrupt school services within the project vicinity would occur. Additionally, the project does not propose, and would not create a need for new or physically altered school facilities to maintain acceptable service ratios/standards because there is existing capacity at AUSD facilities. Therefore, the project would not result in adverse physical impacts associated with such facilities. Given the project’s nature and scope, a less than significant impact and no mitigation is required.

**4.15d Parks?**

**Less Than Significant Impact.** Please refer to Section 4.16, Recreation.

**4.15e Other public facilities?**

**Less Than Significant Impact.** The Los Angeles County Library (LACL) provides library services to over 3.4 million residents living in unincorporated areas and some incorporated cities of Los Angeles County, including Norwalk. LACL has a 7.5 million volume book collection as well as magazines, newspapers, government publications and many specialized materials including online databases. The nearest County libraries are the Alondra Library, located at 11949 East Alondra Boulevard, approximately 0.5 mile east of the project site and Norwalk Library, located at 12350 Imperial Highway, approximately 2.0 miles north of the project site. Project implementation would increase the number of residents within the LACL service area by approximately 750 persons, thereby increasing demand for library services provided at the Norwalk and Alondra Libraries. Both the Norwalk and Alondra Public libraries also operate an online catalog and digital library. Residents and visitors can access library resources and books from the catalog.

<sup>71</sup> Phone call with ABC Unified School District Support Services, September 19,2022 – 562-926-5566 ext. 21256

The impacts to the overall per capita availability of books, media, computers, and library public service space would not create significant physical or environmental impacts. Therefore, project-related impacts to library facilities would be less than significant and no mitigation is required.

**Mitigation Program**

**Standard Conditions and Mitigation Measures**

No standard conditions or mitigation measures are required.

## 4.16 Recreation

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) 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?			X	
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?			X	

### IMPACT ANALYSIS

**4.16a** *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?*

**4.16b** *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?*

**Less Than Significant Impact.** According to the General Plan Open Space Element, there are 129 acres of parks in the City. The City’s parkland goal is one acre of usable public recreational open space per 1,000 persons. The closest City park facility is Hermosillo Park located at 11959 162<sup>nd</sup> Street, approximately 0.5 mile southwest of the project site. Based on the City’s parkland requirement, the proposed project would be required to provide 0.75 acre (32,670 sf) of parkland. According to NMC §16.03.090, “a subdivider shall dedicate land, pay a fee in lieu thereof, or a combination of both, at the option of the City, as determined at the time of approval of the tentative map.” The proposed project would not subdivide the property, and therefore is not subject to parkland dedication and fees. The proposed project would include both common open space in the form of landscaped pedestrian walkways, a central recreation area, a dog park, and community lounge areas and private open space, in the form of private patios or balconies. Private open space totals 13,686 sf and common open space totals 102,629 sf, for a total of 116,315 sf of open space.

A majority of the common open space would be provided in the central recreation area, which contains multiple amenities including a clubroom, fitness center, business center, and swimming pool and spa. The swimming pool and spa decks would have daybeds, cabanas, umbrellas, and lounge chairs. The clubroom would have an outside deck overlooking the pool deck. The dog park is proposed along the project boundary at Maidstone Avenue and would include a turf area and seating. The project’s open space and recreational facilities would provide recreational opportunities to future residents rather than relying solely on the City’s existing public park system. On-site amenities would provide recreational opportunities for future residents.

Additionally, the proposed project would generate property and sales taxes, including Measure P sales taxes, a portion of which could be available for use in provision and maintenance of parkland and

recreational facilities in the City.<sup>72</sup> No recreational facilities and parkland space beyond the recreational facilities and open space provided on the site as part of the proposed project are proposed nor anticipated as a result of the proposed project. Therefore, impacts for the proposed project related to the need for new or altered park facilities would be less than significant and no mitigation is required.

### **Mitigation Program**

#### **Standard Conditions and Mitigation Measures**

No standard conditions or mitigation measures are required.

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<sup>72</sup> Measure P sales tax is the Norwalk Essential Services and Public Safety Measure which is a three-quarter-cent local sales taxes. Money generated from this sales tax would go to the City's general fund, which the City Council could use to support all City-services, including parks and recreation programs.

## 4.17 Transportation

This section is based on the CEQA VMT Analysis (Kimley-Horn, 2022) which is included in **Appendix H: Project VMT Analysis**.

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

### Site Access

Regional vehicular access to the project site is provided via State Route 91 (SR-91), located approximately 0.7 mile to the south and I-605, approximately 1 mile to the west. Local access to the project site is provided via two driveways, one on Alondra Boulevard and the other on Maidstone Avenue.

**Alondra Boulevard** is a four-lane divided roadway to the north of the project site. In the project area, Alondra Boulevard is signalized at the Maidstone Avenue intersection to the northwest and Pioneer Boulevard intersection to the northeast. Street parking is not permitted along eastbound lanes on Alondra along the project boundary. The speed limit is 40 miles per hour (mph). The General Plan Circulation Element identifies Alondra Boulevard as a Major Highway.

**Maidstone Avenue** is a two to three-lane undivided roadway to the west of the project site. Street parking is permitted with restrictions on certain days for street cleaning. The speed limit is 30 mph. The City of Norwalk General Plan Circulation Element identifies Maidstone Avenue as a Collector Road.

### Transit Service

Public transit service in the project vicinity is provided by the Norwalk Transit System (NTS) and the Los Angeles Metropolitan Transportation Authority (Metro). NTS Route 1 operates seven days a week between Woodruff/Rosecrans and Rio Hondo College. Route 1 weekday operations begin at approximately 5:30 AM to 10:15 PM, with approximately 30-minute headways (the time between bus arrivals) and on the weekends from approximately 7:50 AM to 4:50 PM with approximately 50-minute headways. NTS Route 2 runs seven days a week in the cities of Norwalk and Artesia. Route 2 weekday operations are from approximately 6:00 AM to 7:30 PM with approximately 30-minute headways and on weekends from approximately 9:15 AM to 6:00 PM with approximately 75-minute headways.

Metro lines 128 and 62 serve the project site. Metro line 128 operates seven days a week between the Compton Station and the Cerritos Town Center. Weekday and weekend operations are approximately from 6:00 AM to 9:00 PM with 30-minute headways. Metro line 62 operates seven days a week between downtown Los Angeles and Hawaiian Gardens. Metro line 62 weekday operations begin as early as 4:45 AM to 10:40 PM. Weekend operations begin at 6:00 AM to 10:40 PM. Weekday and weekend operations have approximately 30-to-60-minute headways.

**Table 4.17-1: Public Transit Stops** lists the nearby transit stops within the project vicinity.

Table 4.17-1: Public Transit Stops			
Transit Stop ID	Name	Provider	Bus Stop Location
17190	Alondra/Maidstone eastbound Stop	NTS Route 1 Metro Line 128	Immediately adjacent to project site boundary, along Alondra Boulevard
17224	Alondra/Pioneer	Metro Line 128	760 feet east of project site at northwest corner of Pioneer Boulevard
17225	Alondra/Maidstone westbound Stop	NTS Route 1 Metro Line 128	150 feet northwest of project site , across Alondra Boulevard
1265	Pioneer/Alondra	NTS Route 1 NTS Route 2	800 feet east of project site at northwest corner of Pioneer Boulevard
4378	Pioneer/Alondra	Metro Line 128	800 feet east of project site at southwest corner of Pioneer Boulevard
12837	Pioneer/Alondra	NTS Route 1 NTS Route 2 Metro Line 62	920 feet east of project site at northeast corner of Pioneer Boulevard.

Source: Kimley Horn, 2022.

**Pedestrian and Bicycle Facilities**

Pedestrian access within the project site would be provided by sidewalks and crosswalks. Existing pedestrian sidewalks along Maidstone Avenue and Alondra Boulevard would remain. The Norwalk Bicycle Master Plan (February 2022) does not identify existing bicycle facilities within the project vicinity. However, portions of Alondra Boulevard along the project site frontage are planned for a Class II bike lane. The Bicycle Master Plan contains a list of future proposed bikeways within the project vicinity. Specifically, Maidstone Avenue is identified as a future Class III (Boulevard) bikeway, which is a signed route along a street where bicyclist shares the right-of-way with motor vehicles. Shared-lane markings and other traffic calming treatments to slow down vehicles are associated with the Class III (Boulevard) designation.

**IMPACT ANALYSIS**

*4.17a Would the project conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*

**Less Than Significant Impact**

**Project Construction Trip Generation**

Project construction would temporarily generate additional traffic on the existing area roadway network. These vehicle trips would include construction workers traveling to the site, as well as delivery trips associated with construction equipment and materials. Delivery of construction materials to the site would likely require several oversized vehicles that may travel at slower speeds than existing traffic. Due to the nature of the proposed improvements, a significant number of construction trips to/from the site

is not anticipated. Once grading is completed (i.e., import of soil and fill material) and building materials are delivered to the site, all construction activities would occur on the site within the existing boundaries and would therefore not disrupt off-site traffic flows. No full lane closures would occur and no off-site roadway improvements are anticipated.

**Project Operations Trip Generation**

Daily and peak hour trips were estimated for the proposed project based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11<sup>th</sup> Edition) trip rates for Multi-Family Housing (Low-Rise) (ITE Code 220) and Strip Retail Plaza (<40k)(ITE Code 822)

The project applicant proposes to redevelop an 8-acre property into a mixed-use development composed of a 209-dwelling unit multi-family residential community, including 6 commercial flex units fronting Alondra Boulevard. Trip generation rates and the resulting trip generation estimates for the proposed project are summarized in **Table 4.17-2: Project Trip Generation**. The project is estimated to generate 1,609 daily trips, with 93 trips (25 inbound and 68 outbound) in the morning peak hour and 124 trips (76 inbound and 48 outbound) in the evening peak hour. Pass-by reduction factors for the retail uses have been applied, consistent with the ITE Trip Generation Handbook (3rd Edition).

<b>Table 4.17-2: Project Trip Generation</b>									
Land Use	ITE Code	Unit	Trip Generation Rates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Multi-family Housing (Low-Rise) <sup>1</sup>	220	DU	6.740	0.096	0.304	0.400	0.321	0.189	0.510
Strip Retail Plaza (<40k)	822	KSF	54.450	1.416	0.944	2.360	3.295	3.295	6.590
Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<b>Project Trip Generation</b>									
Multi-family Housing (Low-Rise)	215	DU	1,449	21	65	86	69	41	110
Strip Retail Plaza (<40k)	3.056	KSF	166	4	3	7	10	10	20
Pass-by Trips (34% PM)			-6	0	0	0	-3	-3	-6
Net Trips			160	4	3	7	7	7	14
<b>Total Project Trips</b>			<b>1,609</b>	<b>25</b>	<b>68</b>	<b>93</b>	<b>76</b>	<b>48</b>	<b>124</b>
KSF = thousand square feet; DU = dwelling unit									
1. Trip rates from the Institute of Transportation Engineers, <i>Trip Generation, 11th Edition</i> , 2021. Land Use Code 220 - Multifamily Housing (Low-Rise) and Code 822 – Strip Retail Plaza under 40,000 sf									
Source: Kimley Horn, 2022.									

**Norwalk Bicycle Master Plan Consistency**

As discussed above, the project’s transportation network includes roadways, bicycle, and pedestrian facilities, and bus transit systems. The Norwalk Bicycle Master Plan does not identify existing bicycle facilities near the project site. However, portions of Alondra Boulevard along the project site frontage are already planned for a Class II bike lane. In addition, the Bicycle Master Plan identifies future proposed bikeways in the project area. The proposed project is a mixed-use development and would not interfere

with the planned bike lane developments on Maidstone Avenue or Alondra Boulevard. The proposed project would provide on-site bicycle parking for residents and visitors. All project driveways would comply with the City's engineering standards to maintain adequate lines of sight, to limit vehicle and bicycle conflicts. The proposed project would not interfere with future planned bikeways in the area and would be consistent with the Bicycle Master Plan goals and policies which encourage bicycling in the City.

### Public Transit

Project construction would be temporary and would not result in any road closures. Therefore, public transit service would continue to operate during project construction. Upon project implementation, public transit bus service would continue to be provided by NTS and Metro with bus routes along Alondra Boulevard, Maidstone Avenue, and Pioneer Boulevard. The proposed project would not interfere with public transit operations and would place project residents close to public transit opportunities.

The project is not anticipated to conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant and no mitigation is required.

#### 4.17b *Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision(b)?*

**Less Than Significant with Mitigation Incorporated.** State CEQA Guidelines §15064.3 codifies the change from Level of Service (LOS) to VMT as a metric for transportation impact analysis. Under SB 743, VMT analysis is the primary method for determining CEQA impacts. Jurisdictions were not required to adopt VMT as a significant impact determination until July 1, 2020. The City of Norwalk has not prepared its own set of traffic study guidelines but uses recognized thresholds from Los Angeles County Public Works Transportation Impact Analysis Guideline (County TIA Guidelines) to determine VMT impacts.

Therefore, the project's VMT analysis was based on the County TIA Guidelines as well as the Office of Planning and Research (OPR) Guidelines. The OPR Guidelines provide details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without conducting a more detailed level analysis. Screening criteria are broken down into the following criteria:

- **Transit Priority Areas (TPA) Screening.** As described in the OPR Guidelines, projects located within half of a mile from an existing major transit stop or within half of a mile from an existing stop along a high-quality transit corridor can be screened out from further traffic analysis. The project site is served by public transit provided by Metro and NTS. As discussed above, these bus routes operate with headways varying from 30 to 60 minutes during the peak commute periods. The bus stops for these routes are located within half mile distance of the project site, but do not meet the OPR guidelines of 15 minute or less headways. Therefore, the project is not screening out based on TPA screening.
- **Low VMT-Generation Area Screening.** Projects generating VMT below 15 percent below regional average can be screened out. For the purpose of the project VMT analysis, County of Los Angeles was selected as regional average VMT screening. For a mixed-used project, all components of the project should be analyzed against the low VMT maps for either the dominant project land use (if applicable) or for each individual land use (if there is no dominant project land use). Reductions in VMT may be applied to account for internal trips that would occur within the project site. Based on the base year SCAG model VMT results, the residential component is not below 15 percent of

the regional VMT per Capita. Therefore, the project is not screened out based on the low VMT-Generation Area screening.

- **Project Type Screening.** Certain project types have been identified in the OPR Guidelines as having the presumption of a less than significant VMT impact. The following uses can be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature:
  - Local-serving retail uses less than 50,000 square feet
  - Other local-serving uses as approved by the City Staff
  - Projects generating less than 110 daily vehicle trips

Based on the VMT screening criteria noted above, the retail portion (6 commercial flex spaces) of the project would be screened out from further VMT analysis. However, the residential portion of the project would not be screened out; therefore, the project does not meet the project type screening.

A land use project needs only meet one of the above screening thresholds to be presumed to result in no significant impact under CEQA pursuant to SB 743. As mentioned above, the residential component of the project did not meet any of the screening criteria. Therefore, a quantitative VMT analysis was conducted to further analyze the VMT impacts for the residential component of the proposed project.

According to OPR’s VMT significant criteria, a residential project would result in a significant project generated VMT impact if the following conditions are satisfied:

- The baseline project generated Home-Based VMT per capita exceeds the 15 percent below the regional baseline Home-Based VMT per capita for residential projects.

Home-Based trips are the primary automobile trips associated with residential uses such as the proposed project. The residential use is expected to generate several trips related to work, shopping, school, etc. in the region. The efficiency of VMT associated with home-based trips has been assessed based on the Big Data platform *Replica*, which is discussed in Appendix H to this Initial Study. The project area VMT was compared against the baseline home-based VMT threshold to assess potential significant VMT impacts. VMT modeling results are presented in **Table 4.17-3: Project VMT per Capita Modeling Results.**

Table 4.17-3: Project VMT per Capita Modeling Results				
Efficiency Metric	Existing County of Los Angeles Average VMT	VMT Threshold (15% below)	Project Area VMT	Potentially Significant?
Residential VMT per Capita	13.9	11.9	13.3	Yes
Source: Kimley Horn, 2022.				

The project’s VMT per Capita would not meet the 15 percent below regional average threshold. The project’s transportation impact is potentially significant based on the OPR recommended thresholds. The project’s VMT per capita would need to be mitigated below the regional threshold of 11.9, or a reduction of 10.5 percent. As a result, several mitigation measures have been identified to reduce the project’s VMT impact to a less than significant level.

OPR provides a list of potential mitigation measures to reduce VMT but allows Lead Agencies, in this case the City of Norwalk, full discretion in the selection of mitigation measures. The California Air Pollution Control Officers Association (CAPCOA) most recent version of its VMT mitigation handbook called *Handbook for analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* contains various GHG and VMT mitigation measures and methodology to estimate reduction in VMT associated with each mitigation measure. The following proposed mitigation measures are based on CAPCOA VMT mitigation handbook, as prescribed under MM TRANS-1.

MM TRANS-1 requires the project applicant to implement a comprehensive transportation demand management (TDM) program aimed at reducing vehicle miles traveled and vehicular trips to the project site through transportation services, education programs, and incentive programs intended to promote non-auto travel and the reduction of single occupancy vehicle trips. The proposed project's TDM program shall include a reduction in residential parking supply, unbundling residential parking costs, and a commute trip reduction marketing strategy. Implementation of MM TRANS-1 would reduce the project VMT per capita by up to 12 percent, which exceeds the minimum 10.5 percent reduction. Therefore, the project would meet the residential VMT per capita threshold of 11.9 outlined in **Table 4.17-3**. Impacts would be less than significant with mitigation.

**4.17c** *Would the project 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.** Project construction may require temporary lane closures for utility hook ups and loading of large equipment. However, no full lane closures are anticipated, and any closures would be temporary and done in coordination with the City. Project construction activities would not increase hazards due to a geometric design features or incompatible uses.

Primary vehicular access to the project site would be provided via two driveways: one on Alondra Boulevard and one on Maidstone Avenue. Driveway engineering design would comply with the City's engineering standards to maintain adequate line of sight, thereby reducing vehicle and pedestrian conflicts and hazards. Additionally, internal drive aisles would accommodate standard fire lane turning radiuses and hammerhead turnaround maneuvers would be designed for emergency vehicles and fire services. Project driveway and internal circulation improvements would be constructed according to City and LACFD standards; see **Exhibit 4.17-1: Fire Master Plan**. The project proposes a residential development within a portion of the City that is predominantly urban development. The project does not include the use of any incompatible vehicles or equipment on the site, such as farm equipment. Project operations would not include sharp curves nor dangerous intersections, or introduce incompatible uses. Therefore, impacts are considered less than significant and no mitigation is required.

**4.17d** *Would the project result in inadequate emergency access?*

**Less Than Significant Impact.** The County of Los Angeles Public Works publishes Disaster Route Maps by City. According to the map, I-605, SR-91, and Pioneer Boulevard (east of the project site) are identified as disaster routes. The project site is proximate to the designated disaster routes. Project construction and operations would not interfere with designated emergency evacuation routes.

As previously addressed, the proposed project would provide vehicular access from Alondra Boulevard and Maidstone Avenue. The project would comply with the 2019 CBC §503, which details requirements for fire apparatus access roads. As prescribed under §503.2.1, fire apparatus access roads must have an unobstructed width of not less than 20 feet, exclusive of shoulders, except for approved security gates as

per §503.6, and an unobstructed vertical clearance of not less than 13.5 feet. The proposed project driveway entrances and interior drive aisles would accommodate standard fire lane turning radiuses and hammerhead turnaround maneuvers. The LACFD would also review and approve the project plans prior to building permit issuance. The proposed project would also include fire lanes, signage, access devices and gates, and access walkways, to enhance emergency access to the project site. Additionally, the project would not require the complete closure of any public or private streets or roadways during construction. Temporary construction activities would not impede the use of the road for emergencies or access for emergency response vehicles. Impacts are less than significant and no mitigation is required.

### **Mitigation Program**

#### **Standard Conditions**

No standard conditions are applicable to the proposed project.

#### **Mitigation Program**

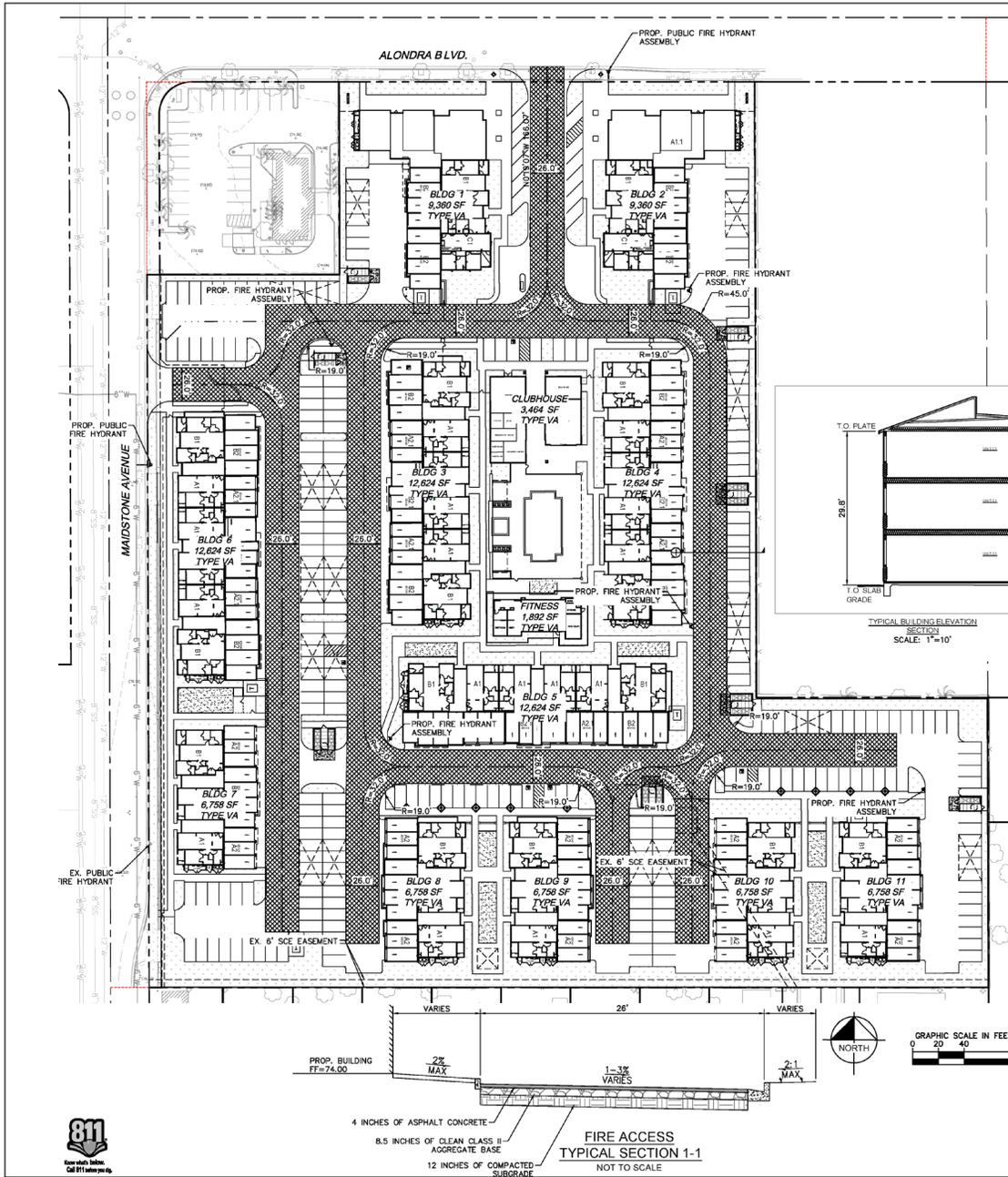
**MM TRANS-1** The project applicant shall implement a transportation demand management (TDM) program to reduce VMT and vehicular trips to the project site and the project area. The TDM program shall include the following strategies:

- **(Limit Residential Parking Supply)** - The project shall provide a reduced parking supply compared to the City's Municipal Code requirements. Limiting the amount of parking available would limit the convenience of driving and disincentivize driving as a preferred mode of travel, thereby decreasing VMT. The required residential parking for the project is 497 spaces. If the project's parking is reduced to 397 spaces, the reduction in parking can yield 2.8 percent VMT reduction.
- **(Unbundle Residential Parking Costs)** – Parking spaces shall be rented or sold separately from the building space, which allows for a separate charge for parking and the flexibility to vary the number of spaces rented. Residents will purchase a parking space at an additional cost if desired. Based on the methodology described in CAPCOA Handbook and discussions with the City staff and project applicant, unbundling residential parking would yield a 5.2 percent VMT reduction.
- **(Commute Trip Reduction Marketing)** – The project applicant shall implement a marketing strategy to promote and educate residents about alternative modes of transportations such as carpooling, public transit (Metro and NTS), walking, and biking, all of which reduces VMT. The project's proximity to grocery stores, retail commercial plazas, and educational institutions would further promote alternative modes of transportation, thereby reducing VMT. Implementation of a marketing strategy would yield up to a 4 percent VMT reduction.

The project will be subject to an annual review by the City to demonstrate implementation of the TDM program strategies. The property management shall submit a letter summarizing how marketing strategies and programs are updated and refreshed and demonstrating compliance with the unbundling of parking.

Should the project fail to meet the target after a given monitoring year, the project will be required to review and implement enhancements to the components of the TDM

Program, subject to review and monitoring by the City, to increase the effectiveness of TDM in meeting the VMT and trip reduction goals the following year.



**LEGEND**

- EXISTING PROPERTY LINE
- FIRE ACCESS CENTERLINE
- - - PROPOSED LOT LINE
- - - EASEMENT
- ..... FIRE ACCESS PATH OF TRAVEL TO ALL REQUIRED OPENINGS: 5' MIN
- ▲ PROPOSED NEW FIRE HYDRANT LOCATION SEE CIVIL PLANS
- ▨ FIRE ACCESS

**LEGAL DESCRIPTION**

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF NORWALK IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 641, PAGES 88 THROUGH 90 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM THAT PORTION OF LOT 101 DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE WESTERLY PROLONGATION OF THE TANGENT PORTION OF THE SOUTH LINE OF ALONDRA BOULEVARD, 80 FEET WIDE WITH THE NORTHERLY PROLONGATION OF THE TANGENT PORTION OF THE EASTERLY LINE OF MAIDSTONE AVENUE, 60 FEET WIDE, AS SAID BOULEVARD AND AVENUE ARE SHOWN ON THE MAP OF SAID TRACT, THENCE EASTERLY ALONG SAID WESTERLY PROLONGATION AND ALONG SAID SOUTH LINE, A DISTANCE OF 150.00 FEET TO THE TRUE POINT OF BEGINNING, THENCE SOUTHERLY, PARALLEL WITH SAID EASTERLY LINE AND ITS NORTHERLY PROLONGATION, A DISTANCE OF 150.00 FEET, THENCE WESTERLY, PARALLEL WITH SAID SOUTH LINE AND ITS WESTERLY PROLONGATION, A DISTANCE OF 150.00 FEET TO SAID EASTERLY LINE; THENCE NORTHERLY, NORTHEASTERLY, AND EASTERLY ALONG SAID MAIDSTONE AVENUE AND SAID ALONDRA BOULEVARD TO THE TRUE POINT OF BEGINNING.

APN: 7014-001-002

**FIRE FLOW CLAS**

22,400 SF BLDG WITH CONSTRUCTION TYPE VB:  
FIRE FLOW REQUIRED=400 GPM  
SPRINKLERED (50% REDUCTION) FIRE FLOW=2000 GPM

**FIRE NOTES**

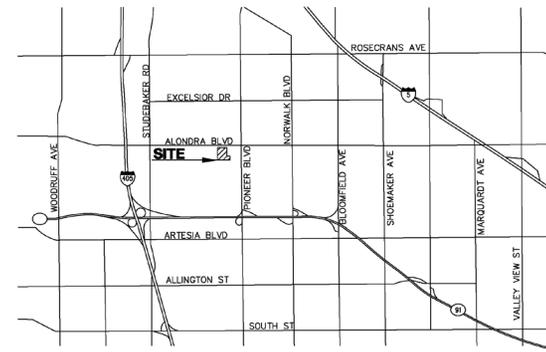
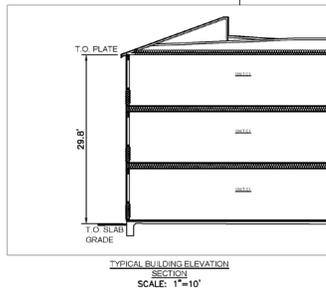
1. PROVIDE APPROVED SIGNS OR OTHER APPROVED NOTICES OR MARKINGS THAT INCLUDE THE WORDS NO PARKING - FIRE LANE. SIGNS SHALL HAVE A MINIMUM DIMENSION OF 12 INCHES WIDE BY 18 INCHES HIGH AND HAVE RED LETTERS ON A WHITE REFLECTIVE BACKGROUND. SIGNS SHALL BE PROVIDED FOR FIRE APPARATUS ACCESS ROADS, TO CLEARLY INDICATE THE ENTRANCE TO SUCH ROAD, OR PROHIBIT THE OBSTRUCTION THEREOF AND AT INTERVALS, AS REQUIRED BY THE FIRE INSPECTOR, FIRE CODE 503.3.
2. APPROVED BUILDING ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION SHALL BE PROVIDED AND MAINTAINED SO AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET FRONTING THE PROPERTY. THE NUMBERS SHALL CONTRAST WITH THEIR BACKGROUND, BE ARABIC NUMERALS OR ALPHABET LETTERS, AND BE A MINIMUM OF 4 INCHES HIGH WITH A MINIMUM STROKE WIDTH OF 0.5 INCH, FIRE CODE 505.
3. FIRE APPARATUS ACCESS ROADS SHALL BE IDENTIFIED WITH APPROVED SIGNS. TEMPORARY SIGNS SHALL BE INSTALLED AT EACH STREET INTERSECTION WHEN CONSTRUCTION OF NEW ROADWAYS ALLOWS PASSAGE BY VEHICLE. SIGNS SHALL BE OF AN APPROVED SIZE, WEATHER RESISTANT AND BE MAINTAINED UNTIL REPLACED BY PERMANENT SIGNS, FIRE CODE 505.2
4. AN APPROVED KEY BOX, LISTED IN ACCORDANCE WITH UL 1037 SHALL BE PROVIDED AS REQUIRED BY FIRE CODE 506. THE LOCATION OF EACH KEY BOX SHALL BE DETERMINED BY THE FIRE INSPECTOR.
5. THE REQUIRED FIRE FLOW FOR A SINGLE PRIVATE ON-SITE FIRE HYDRANT AT THIS LOCATION IS 4,000 GPM AT 20 PSI RESIDUAL PRESSURE. IF MORE THAN ONE ON-SITE FIRE HYDRANT IS REQUIRED, THE ON-SITE FIRE FLOW SHALL BE THE SAME AS REQUIRED FOR PUBLIC FIRE HYDRANTS IN ACCORDANCE WITH APPENDIX TABLE B100.1, FIRE CODE 506.
6. ALL FIRE HYDRANTS SHALL MEASURE 6" X 4" X 2'-1/2", BRASS OR BRONZE, CONFORMING TO AMERICAN WATER WORKS ASSOCIATION STANDARD C503, OR APPROVED EQUAL.
7. ALL REQUIRED PUBLIC FIRE HYDRANTS SHALL BE INSTALLED, TESTED AND ACCEPTED PRIOR TO BEGINNING CONSTRUCTION, FIRE CODE 501.4
8. ALL ON-SITE FIRE HYDRANTS SHALL BE INSTALLED, TESTED AND APPROVED PRIOR TO BUILDING OCCUPANCY, FIRE CODE 901.5.1
9. PLANS SHOWING UNDERGROUND PIPING FOR PRIVATE ON-SITE FIRE HYDRANTS SHALL BE SUBMITTED TO THE SPRINKLER PLAN CHECK UNIT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION, FIRE CODE 901.2, COUNTY OF LOS ANGELES FIRE DEPARTMENT REGULATION 7.
10. ALL ON-SITE FUTURE FIRE HYDRANTS SHALL BE INSTALLED, TESTED AND APPROVED PRIOR TO BUILDING OCCUPANCY.

**UTILITY PROVIDERS**

<b>CABLE</b> SPECTRUM 13300 WHITTIER BLVD., WHITTIER, CA 90602 3888-438-2427	<b>CABLE</b> SPECTRUM 13300 WHITTIER BLVD., WHITTIER, CA 90602 3888-438-2427
<b>ELECTRICITY</b> SOUTHERN CALIFORNIA EDISON 501 S MARENGO AVE., ALHAMBRA, CA 91801 888-655-4555	<b>GAS</b> SOUTHERN CALIFORNIA GAS COMPANY 9244 FIRESTONE BLVD DOWNEY, CA 90241

**SITE INFORMATION**

<b>SITE ADDRESS:</b>	11522 ALONDRA BLVD NORWALK, CA, 90650 7014-013-016
<b>APN:</b>	7014-013-016
<b>TOTAL SITE AREA:</b>	3.1 AC
<b>TOTAL BUILDING AREA:</b>	22,400 SF
<b>T.I.C.:</b>	COMMERCIAL
<b>ZONING CLASSIFICATION:</b>	C-1, RESTRICTED COMMERCIAL
<b>EXISTING USE:</b>	COMMERCIAL
<b>PROPOSED USE:</b>	COMMERCIAL
<b>TOTAL LOTS:</b>	2
<b>PARKING SPACES:</b>	150



**VICINITY MAP**  
NOT TO SCALE

**Exhibit 4.17-1: Fire Master Plan**  
Alondra Maidstone Mixed Use Project

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### 4.18 Tribal Cultural Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k)?			X	
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

#### IMPACT ANALYSIS

**4.18ai** *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 §5020.1(k)?*

**Less Than Significant Impact.** CEQA defines a “historical resource” as a resource that meets one or more the following criteria: (1) is listed in, or determined eligible for listing in, the California Register of Historical Resources (California Register); (2) is listed in a local register of historical resources as defined in PRC §5020.1(k); (3) is identified as significant in a historical resource survey meeting the requirements of PRC §5024.1(g); or (4) is determined to be a historical resource by a Lead Agency (PRC §21084.1 and State CEQA Guidelines §15064.5[a]). A local register of historical resources are resources that are locally designated by a jurisdiction. The City of Norwalk considers the D.D. Johnston-Hargitt House and Gilbert Spoul House as local historical resources. Neither resource is within close proximity to the project site.

The project site was formerly the Norwalk Indoor Swap Meet site; the swap meet structure was demolished in 2018. The project site now only contains a paved surface parking lot and building foundation from the former Norwalk Swap Meet.

The Sacred Lands File (SLF) search conducted by the NAHC indicated that the project site was negative for known sacred tribal lands. While the Gabrieleño Band of Mission Indians – Kizh Nation indicated that the project site was within their tribal territory and nearby to known village sites, trade routes, sacred water courses, and other sensitive areas for buried archaeological sites that could be determined to be tribal cultural resources, no known tribal cultural resources within the project site have been identified as a result of the research or consultation with the tribe. Therefore, the proposed project would not cause a substantial adverse change in the significance of a known tribal cultural resource, either listed in the California Register of Historic Resources or in a local register, or that is determined by the City of Norwalk, in its discretion and supported by substantial evidence, to be significant pursuant to Public Resources Code Section 5024.1, within the project site.

*4.18a ii A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

**Less Than Significant with Mitigation Incorporated.** Chapter 532 Statutes of 2014 (i.e., AB 52) requires that lead agencies evaluate a project’s potential impact on “tribal cultural resources.” Such resources include “sites, 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, based on substantial evidence, whether a resource qualifies as a “tribal cultural resource.”

In compliance with PRC §21080.3.1(b), the City has provided formal notification to California Native American tribal representatives identified by the California Native American Heritage Commission. Native American groups may have knowledge about cultural resources in the area and may have concerns about adverse effects from development on tribal cultural resources as defined in PRC §21074.

The City received one request for consultation from the Gabrieleño Band of Mission Indians – Kizh Nation. Consultation occurred on August 16, 2022. Based on all available information, including that provided by the Gabrieleño Band of Mission Indians – Kizh Nation during tribal consultation, the City does not have evidence of known tribal cultural resources as defined in Public Resources Code §21074. However, a potential impact to tribal cultural resources could occur from project construction activities. Therefore, the project would be subject to implement MM TCR-1, which requires a Gabrieleño Band of Mission Indians – Kizh Nation Monitor to be present on the site during construction phases. If tribal cultural resources are found, implementation of MM TCR-2 and MM TCR-3 would also be required, which outline instructions for unanticipated discovery of human remains and funerary objects, and procedures for burials and funerary remains. Implementation of MMs TCR 1, 2, and 3 would reduce potential impacts to tribal resources to a less than significant level.

### **Mitigation Program**

#### **Standard Conditions**

No standard conditions are applicable to the proposed project.

**Mitigation Program**

**MM TCR-1 Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities**

- A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
- C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.
- D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.
- E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe’s sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

**MM TCR-2 Unanticipated Discovery of Human Remains and Associated Funerary Objects**

- A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary

objects, called associated grave goods in Public Resources Code §5097.98, are also to be treated according to this statute.

- B. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code §7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code §5097.98 shall be followed.
- C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code §5097.98(d)(1) and (2).
- D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines §15064.5(f).)
- E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.
- F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

**MM TCR-3 Procedures for Burials and Funerary Remains**

- A. As the Most Likely Descendant (“MLD”), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.
- B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.
- C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered

as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

- D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.
- E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.
- F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.
- G. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

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## 4.19 Utilities and Service Systems

This section is based on the *Sanitary Sewer Capacity Study* (Kimley Horn, 2021) prepared for the proposed project. The documents are included in **Appendix I: Sewer Assessment**.

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
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?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
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?			X	
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?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

### IMPACT ANALYSIS

**4.19a** *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?*

The following discusses the project's potential impacts on water, wastewater (conveyance and treatment), stormwater drainage, electric power infrastructure, natural gas facilities, and telecommunications facilities and infrastructure.

**Less Than Significant Impact.**

**Water.** As discussed in Threshold 4.10b, the City, through the Norwalk Municipal Water System, provides potable and recycled water service to the project site. The City’s water supply comes from groundwater pumped from the Central Groundwater Basin; reclaimed wastewater, and supplemental imported water supplied by Metropolitan Water District through the CBMWD. The 2020 UWMP estimates that water demands in its service area would increase from 2,068 AF in 2025 to 2,091 AF by 2045. Water supplies would remain consistent at 3,694 AF from 2025 through 2045. Further, the 2020 UWMP concludes that the City would have sufficient water supplies to meet demands in single-dry-years and multiple-dry-years over the period of 2020 to 2045. The project is estimated to increase water demand by 76.5 AF per year. The increase in water demand from project implementation would account for less than one percent of expected total demand in 2045 and can be accommodated by the Norwalk Municipal Water System. Therefore, the proposed project does not require and would not result in the construction of new water facilities or expansion of existing facilities. Impacts would be less than significant and no mitigation is required.

**Less than Significant Impact.**

**Wastewater.** The Los Angeles County Sanitation District (LACSD) provides wastewater collection and treatment services to Norwalk. The City is within LACSD District No. 2 and District No. 18 and the project site is within LACSD District No. 2. Wastewater from the City is treated at either the Los Coyotes Water Reclamation Plant (WRP) in the City of Cerritos or the Joint Water Pollution Control Plant (JWPCP) in the City of Carson. The Los Coyotes WRP has a treatment capacity of 37.5 million gallons per day and the JWPCP has a capacity for treatment of 400 million gallons per day with an average flow of 261.1 million gallons a day. The City of Norwalk Sewer System Master Plan includes wastewater generation factors for different land use types. The project site is identified as a commercial land use in the Sewer Master Plan (from prior Norwalk Swap Meet use). The project sewer assessment (Appendix I) assumed a change in land use from commercial to high density residential. Although the project includes commercial flex use, the sewer assessment assumed all 209 units would be used for residential use for a conservative project sewer analysis.

**Table 4.19-1: Project Wastewater Generation** calculates the project’s anticipated wastewater generation.

Table 4.19-1: Project Wastewater Generation				
Land Use	Sewer Generation Factor	Project Site Size	Projected Sewer Demand	Yearly Project Sewer Demand
High Density Residential	2,461 gpd/ac	8 acres	19,688 gpd	7,186,120 gallons per year or 22.07 AF
Source: City of Norwalk Sewer System Master Plan				

The sewer study prepared for the project analyzed the impact on existing sewer systems and infrastructure from project implementation, which would change the project site from a low generating sewer demand land use (commercial) to a high demand sewer land use (high density residential). The study determined that the existing sewer system could accommodate the projected increase in sewer flows from the project site. Additionally, the proposed project would install an eight-inch sewer line that would connect to the existing eight-inch line on Fallon Avenue.

Projected wastewater demand for the project would account for less than one percent of the daily treatment volume at either the Los Coyotes WRP or the JWPCP. Therefore, existing wastewater treatment facilities would be able to accommodate the project-generated wastewater and continue maintaining a substantial amount of remaining capacity for future wastewater treatment. Therefore, impacts would be less than significant and no mitigation is required.

**Less Than Significant Impact.**

**Storm Water Drainage Facilities.** See Threshold 4.10c concerning drainage patterns and stormwater drainage systems. As discussed in Threshold 4.10c, the project's drainage pattern would be similar to existing conditions. Storm water would be collected on-site via catch basins and be routed through an underground storm drain system. The storm drain system would route flows through a modular wetland systems (MWS) for water quality treatment. Treated flows would then exit the MWS and continue toward an area drain at the southeast corner of the project site. A low flow pump would bring the treated flows to the surface via the area drain and release onto Fallon Avenue via curb and gutter. The pump would not be used during peak storm events since the area drain sits at the lowest elevation on the project site. Heavy storm flows would be captured, treated onsite, and naturally flow out of the area drain and onto Fallon Avenue, and continue toward the normal drainage path. Flows would enter an existing public storm drainage system west of the intersection of 166<sup>th</sup> Street at Fallon Avenue. Flows would connect to existing Los Angeles County Flood Control District (LACFCD) facilities. The project would not exceed LACFCD existing storm drain system and surface water quality requirements. During construction, the construction plans would be reviewed along with supporting hydrology reports and calculations and the project would be required to comply with NPDES requirements, as well as NMC §18.04 - Stormwater Management and Discharge Control to ensure that any potential impacts associated with runoff and water quality during grading and project construction would be less than significant. Additionally, the proposed project would not require construction of new or expanded storm drainage systems, of which would cause a significant environmental effect. Impacts would be less than significant and no mitigation is required.

**Less Than Significant Impact.**

**Electric Power, Natural Gas, and Telecommunications Facilities.** SCE provides electrical power to the City and the Southern California Gas Company (SoCal Gas) provides natural gas. Telecommunications are provided by various companies: Charter, Spectrum, Direct TV, Dish Network, and Frontier Communications. SCE, SoCal Gas, and local telecommunications companies operate and maintain transmission and distribution infrastructure in the project area, which currently serves the project site. See Thresholds 4.6a and 4.6b in Section 4.6 Energy for further discussions concerning electricity and natural gas usage.

The project is expected to use approximately 868,153 kilowatt-hours per year (kWh/year) of electricity and 3,412,450 kBtu of natural gas per year. The project site is served by existing telecommunication infrastructure. The various telecommunication providers would continue to provide service coverage to the proposed project. The project would be located in an urbanized area and connect to existing electric, natural gas, and telecommunication infrastructure; no off-site infrastructure improvements would be required. The project would not substantially increase service demand for utility providers through substantial unplanned population growth and existing capacity would be sufficient to support project residents. Therefore, impacts would be less than significant and no mitigation is required.

*4.19b Would the project 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.** The 2020 UWMP was prepared in compliance with Urban Water Management Planning Act requirements. The Urban Water Management Planning Act requires every urban water supplier providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 AF of water annually to prepare, adopt, and file a 2020 UWMP with the California Department of Water Resources every 5 years in the years ending in zero and five. The 2020 UWMP provides water supply planning for a 25-year planning period in 5-year increments and identifies water supplies needed to meet existing and future demands. The demand analysis must identify supply reliability under three hydrologic conditions: a normal year; a single-year; and multiple dry years.

The City's water supply comes from groundwater pumped from the Central Groundwater Basin; reclaimed wastewater, and supplemental imported water supplied by Metropolitan Water District through the CBMWD. The City's total water supply in 2020 was 2,131 AF, of which 731 AF was supplied by the Central Groundwater Basin. The 2020 UWMP concludes that the City would have sufficient water supplies to meet demands in single-dry-years and multiple-dry-years (that is, five consecutive dry years) over the period of 2020 to 2045.

The basis for the 2020 UWMP's water demand forecasting method is a combination of population forecasts for residential uses and General Plan land use designations for non-residential land uses. SCAG has developed growth forecasts for cities and counties, which is based on General Plans. In turn, the City uses SCAG's growth projections to forecast residential and non-residential water demand in the 2020 UWMP. Because the project site is designated Neighborhood Commercial, it is assumed the 2020 UWMP's forecast water demands assume a commercial land use for the project site and therefore did not anticipate population forecast. The project's water demand, which assumes indoor water conservation measures (e.g., low flow rate plumbing fixtures), and outdoor conservation measures (e.g., drought tolerant landscaping), would total approximately 76.5 AFY. The forecasted population for the proposed project would result in an increase of approximately 750 persons, which represents less than one percent of the City's overall population and is within SCAG population forecast, and therefore not considered substantial population growth. Therefore, although the 2020 UWMP did not assume residential use water demand for the project site, the project's water demand is considered nominal and conservative, given no credit was taken for the prior commercial site assumed in the 2020 UWMP. Additionally, the project's water demand would account for less than one percent of expected total demand in 2045. Sufficient water supplies would be available to serve the project. Therefore, impacts would be less than significant and no mitigation is required.

*4.19c Would the project 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.** As noted in Threshold 4.19 (a), the Los Angeles County Sanitation District (LACSD) provides wastewater collection and treatment services to Norwalk. The project site is within LACSD District No. 2. Wastewater from the City of Norwalk is treated at either the Los Coyotes Water Reclamation Plant (WRP) located in the City of Cerritos or the Joint Water Pollution Control Plant (JWPCP) located in the City of Carson. Los Coyotes WRP has a treatment capacity of 37.5 million gallons per day and the JWPCP has a capacity for treatment of 400 million gallons per day with an average flow of 261.1 million gallons a day. The project's sewer demand is approximately 19,688 gallons per day, which

represents a nominal percentage of the overall daily treatment capacity at the Los Coyotes WRP or JWPCP. Despite the increase in sewer generation, there is adequate capacity to serve the proposed project.

Further, the sewer study analyzed the maximum capacity of the existing 8-inch sewer line on Flallon Avenue and determined that the project’s 13.79 gallons per minute flow rate was below the maximum allowed flow rate of 166 gallons per minute. Therefore, the existing sewer system has the capacity to carry the additional flow generated by the proposed project. Therefore, impacts would be less than significant and no mitigation is required.

**4.19d** *Would the project 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?*

**4.19e** *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

**Less Than Significant Impact.** Project construction would result in solid waste associated primarily with grading and grubbing activities and the removal of organic and other materials potentially detrimental to soil compaction. There would be no demolition of structures and minimal construction demolition debris generated primarily from pavement demolition. The proposed project would comply with waste regulations outlined in CalGreen, which requires recycling a minimum of 65 percent of the nonhazardous construction and demolition debris (by weight or volume). Further, the proposed project would comply with NMC Chapter 8.48, Solid Waste Handling and Recycling Services, which requires preparation of a waste management plan for construction activities.

Project operations would generate solid waste in the form of typical household waste (e.g., recycling, food waste, trash). Project solid waste generation calculations assumed a residential land use for a conservative analysis. Based on a generation rate of 12.23 pounds (lbs)/household/day for residential uses, the project would generate approximately 2,556 pounds per day of solid waste.<sup>73</sup>

In 2019 approximately 80 percent of the solid waste from the City was disposed of at four landfills.<sup>74</sup> These facilities are described in **Table 4.19-2: Landfills Serving Norwalk**.

Name	Maximum Daily Permitted Tonnage	Maximum Permitted Capacity	Remaining Capacity
Mid-Valley Sanitary Landfill	7,500	101,300,000	61,219,377
San Timoteo Sanitary Landfill	2,000	23,685,785	12,360,396
Frank R. Bowerman Sanitary Landfill	11,500	266,000,000	205,000,000
Savage Canyon Landfill	3,350	19,337,450	9,510,833

Source: CalRecycle. Solid Waste Information System (SWIS), 2022.

The project’s projected solid waste generation would account for substantially less than one percent of the overall daily capacity of the four landfills. The proposed project would include recycling programs to reduce the amount of solid waste produced on the project site. Existing landfills have sufficient capacity

<sup>73</sup> CalRecycle. 2006. Estimated Solid Waste Generation Rates: Residential Sector Generation Rates. Available at <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>. Accessed September 8, 2022.

<sup>74</sup> CalRecycle. 2019. Jurisdiction Disposal by Facility: County of Los Angeles – Norwalk, available at: <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility>, accessed September 1, 2022.

to serve the proposed project and solid waste generated during construction and operations would represent a nominal increase compared to the daily permitted tonnage at landfills. Compliance with all applicable regulations and laws regarding solid waste would further reduce impacts. Therefore, impacts would be less than significant and no mitigation is required.

Regulations specifically applicable to the proposed project include the California Integrated Waste Management Act of 1989 (AB 939), and CalGreen Code §4.408, and AB 341, which requires multiple-family residential development and commercial uses to implement recycling programs. The Integrated Waste Management Act, which requires every City and County in the State to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan, identifies how each jurisdiction will meet the State's mandatory waste diversion goal of 50 percent by and after the year 2000. AB 341 increased the diversion goal to 75 percent by 2020. The 2019 CalGreen Code §4.408 requires preparation of a Construction Waste Management Plan that outlines ways in which the contractor would recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition debris. As discussed above, during the construction phase, the project would be required to comply with the CalGreen Code through the recycling and reuse of at least 65 percent of the nonhazardous construction and demolition debris from the project site. Solid waste would be disposed of at existing landfills serving the City. Disposal of solid waste would comply with all federal, State, and local statutes and regulations related to solid waste. Therefore, impacts would be less than significant and no mitigation would be required.

### **Mitigation Program**

#### **Standard Conditions and Mitigation Measures**

No standard conditions or mitigation measures are required.

## 4.20 Wildfire

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</b>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
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?				X
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?				X
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?				X

### IMPACT ANALYSIS

**4.20a** *Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

**No Impact.** The CalFire Fire Hazard Severity Zone Map for the City of Norwalk does not depict the project site in a State Responsibility Area. The project site is in a Non-Very High Fire Hazard Severity Zone (VHFHSZ) zone within a local responsibility area.<sup>75</sup> As discussed in Threshold 4.9f, the County of Los Angeles Public Works publishes Disaster Route Maps by city. According to the map, I-605, SR-91, and Pioneer Boulevard (east of the project site) are identified as disaster routes through Norwalk. Project implementation would not interfere with designated disaster routes. Project construction would not result in the complete closure of any public or private roadways during construction as noted in Threshold 4.17d. Further, the project site and the surrounding area are urbanized and do not contain wildland area that is subject to wildfire. The project site and surrounding area are not in a VHFHSZ. Therefore, the proposed project would not substantially impair any emergency response or evacuation plans and no impact would occur.

<sup>75</sup> CalFire. (June, 2019). *FHSZ Viewer*. Available at: <https://egis.fire.ca.gov/FHSZ/>. Accessed June 8, 2022.

**4.20b** *Would the project, 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.** The project is not within an area classified as a VHFHSZ. The project site and the surrounding area are relatively flat. Project design would be subject to fire prevention measures and building standards outlined in the 2019 California Fire Code, thereby minimizing potential fire risks to people or structures associated with the project. Therefore, no impact would occur.

**4.20c** *Would the project 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 discussed above, the project site is not within an area classified as a VHFHSZ. The project site and the surrounding area are urbanized and do not contain wildland area that is subject to wildfire. The project would connect to existing utility infrastructure. Project implementation would not result in the new construction, installation, or maintenance of new infrastructure. Therefore, no impact would occur.

**4.20d** *Would the project 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.** The project is not within an area classified as a VHFHSZ. The project site and surrounding vicinity are relatively flat. There are no known landslides near the site and the site is not in the path of any known or potential landslides. Therefore, no impact would occur. See Section 4.7, Geology and Soils, for additional discussions regarding landslides and Section 4.10, Hydrology and Water Quality for drainage, runoff, and flooding discussions.

## 4.21 Mandatory Findings of Significance

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Does the project:</b>				
a) 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?		X		
b) 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 the past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

### IMPACT ANALYSIS

**4.21a** *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 Impact with Mitigation.** As discussed throughout this Initial Study, the proposed project does not have the potential to significantly degrade the quality of the environment or result in significant impacts to the environment that cannot be reduced to less than significant following compliance with the established regulatory framework (i.e., local, State, and federal regulations), standard conditions, and the implementation of recommended mitigation measures.

As concluded in Section 4.4, the project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten or eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or

endangered plant or animal. The proposed project would require implementation of MM BIO-1, which contains provisions for pre-construction nesting bird surveys and construction scheduling to ensure compliance with the MBTA and CFGC. Following implementation of MM BIO-1, the proposed project would not result in impacts to nesting birds.

As concluded in Section 4.5, the project would not eliminate important examples of the major periods of California history or prehistory. The project site's existing vacant paved lot does not meet the criteria of "architecturally significant" or a "historic resource" under CEQA. Therefore, the proposed project would not cause a change in the significance of a historical resource.

**4.21b** *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 the past projects, the effects of other current projects, and the effects of probable future projects.)*

**Less Than Significant Impact.** The proposed project would result in potentially significant impacts unless mitigated related to biological resources, cultural resources, geology and soils, noise, transportation, and tribal cultural resources. Mitigation has been specified for each of these environmental issue areas to reduce impacts to less than significant. Other development projects within the City would be subject to compliance with the established regulatory framework, as applicable. All other project impacts were determined either to have no impact or a less than significant impact following compliance with the established regulatory framework, without the need for mitigation. No cumulative impacts are anticipated in connection with this project. Therefore, the proposed project would not cumulatively contribute to significant impacts.

**4.21c** *Does the project have environmental effects which will cause substantial adverse effects on human beings, directly or indirectly?*

**Less Than Significant Impact.** As discussed in this Initial Study, there are no known substantial adverse effects on human beings that would be caused by the proposed project. The environmental evaluation has concluded that no significant environmental impacts will result from the proposed project. Therefore, impacts concerning adverse effects on human beings would be less than significant.

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