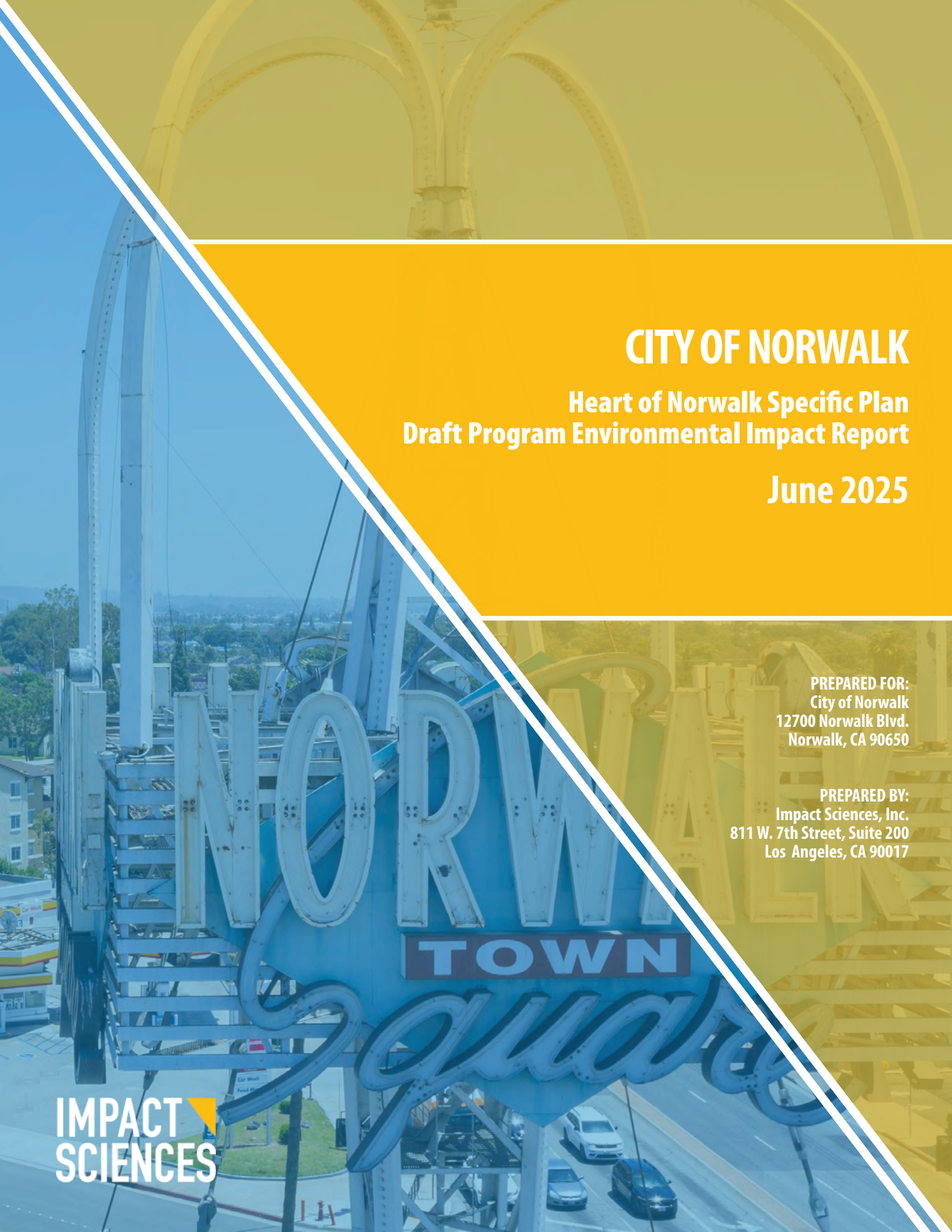

CITY OF NORWALK

Heart of Norwalk Specific Plan
Draft Program Environmental Impact Report

June 2025

PREPARED FOR:
City of Norwalk
12700 Norwalk Blvd.
Norwalk, CA 90650

PREPARED BY:
Impact Sciences, Inc.
811 W. 7th Street, Suite 200
Los Angeles, CA 90017

IMPACT SCIENCES

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EXECUTIVE SUMMARY

INTRODUCTION

The Heart of Norwalk Specific Plan (referred herein as the Proposed Plan) Program Environmental Impact Report (PEIR) has been prepared to evaluate the potential environmental impacts associated with the Project. This Draft PEIR has been prepared in conformance with the California Environmental Quality Act (CEQA) Statute (California Public Resources Code Section 21000 et seq.), *State CEQA Guidelines* (Title 14, California Code of Regulations, Chapter 3, Section 15000 et seq.), and the rules, regulations, and procedures for implementation of CEQA as adopted by the City of Norwalk. It is intended to serve as an informational document for public agency decision makers and the general public on the objectives and components of the Proposed Plan, significant environmental impacts that may be associated with the implementation of the Proposed Plan, and appropriate feasible mitigation measures and alternatives that may be adopted to reduce or eliminate these significant impacts. The City of Norwalk is the lead agency under CEQA and is responsible for preparing the Heart of Norwalk Specific Plan PEIR (State Clearinghouse No. 2024040140). The City, as the lead agency, will review and consider the PEIR in its decision to approve, conditionally approve, revise, or deny the Proposed Plan.

The City of Norwalk, which has the principal responsibility for processing and making a decision on the Proposed Plan, and other public agencies (i.e., responsible and trustee agencies) that may use the PEIR in their decision-making or permitting processes will consider the information in this Draft PEIR along with comments and responses that are generated during the CEQA process. Responsible and trustee agencies are identified in **Section 2.0, Project Description**. In addition, the PEIR is the primary reference document in the formulation and implementation of a Mitigation Monitoring and Reporting Program (MMRP) for the Proposed Plan.

In accordance with CEQA, public agencies are required to make findings for each environmental impact of the project identified in the PEIR. If the lead agency and responsible and trustee agencies decide that the benefits of the proposed project outweigh any identified unmitigated significant environmental effects, they will be required to adopt a statement of overriding considerations supporting their actions.

The actions involved in the implementation of the Proposed Plan are described in **Section 2.0, Project Description**. Other agencies that may have discretionary approval over the Proposed Plan, or components thereof, are also described in **Section 2.0**.

ES.1 PROJECT LOCATION

The City of Norwalk (City) is an incorporated municipality in Los Angeles County approximately four miles east of the Los Angeles River and 17 miles southeast of downtown Los Angeles. The City is bordered by the cities of Downey to the northwest, Santa Fe Springs to the north and east, Artesia to the south, Cerritos to the south and west, and Bellflower to the west. The City is bordered by I-605 on the West, and State Route (SR-91) on the south, Interstate 5 (I-5) runs north/south through the City.

Norwalk was established in the 1880s, catalyzed by the introduction of a railroad line, with a station which created the town's main street, known as Front Street. Front Street served as the main street and heart of community life for several decades while Norwalk experienced rapid expansion, marked by the construction of homes, factories, industrial farms, schools, railroads, and highways through the early 20th century. In the 1950s, a new commercial hub, Norwalk Town Square, was developed at the southern edge of the community, at the intersection of Pioneer Boulevard and Rosecrans Avenue. Both the original town center on Front Street and the newer Norwalk Town Square became focal points for shopping and social gatherings, reinforcing the community's cohesion.

In 1957 the City of Norwalk was incorporated to support population growth at the end of World War II.[1] Since that time, the City has transformed into a predominantly commercial and residential city for families. The majority of the City is zoned for residential uses (R1, R2, R3, R4, and RH) while the majority of properties along Firestone Boulevard are zoned for commercial uses (C1, C3, and CM).

The Plan Area is located within the center of the City and encompasses approximately 615 acres. The Plan Area is roughly bounded by Imperial Highway to the north; I-5) Freeway to the east; Rosecrans Avenue to the south; and Pioneer Boulevard to the west. Currently, the majority of the Plan Area is zoned and designated for residential, commercial, open space, and light industrial uses

ES.2 PROJECT DESCRIPTION

The Project includes the adoption and implementation of the Heart of Norwalk Specific Plan (Proposed Plan), including proposed zone changes and *General Plan* amendments. The Proposed Plan establishes new zoning regulations and development standards within the Plan area. The Proposed Plan regulations will supersede base regulations within the City's zoning code. Where the specific plan is silent on an issue, municipal code regulations will apply.

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[1] City of Norwalk, "General Info & Statistics." Available online at: https://cms3.revize.com/revize/norwalkca/Documents/Residents/City%20Information/About%20Norwalk/NorwalkHistoryBrochure.pdf, accessed May 28, 2025.

The Plan is organized around three community values: Pride in People, Health and Wellness, and Supportive Community.

The Heart of Norwalk Specific Plan establishes land use regulations which encourage development to provide public benefits through the allocation of additional density and other development standard concessions. The Development Opportunity Reserve (DOR) program is a specialized land use tool that can be utilized in concert with the Specific Plan to assign density or other incentives where the objective is to reward a developer/investor for providing community benefits. Projects that meet City and community objectives may receive DOR incentives in exchange for implementing identified priority public improvements, such as infrastructure, parks, or public facilities.

The system of proposed districts in the Proposed Plan divides the 615-acre Heart of Norwalk area into walkable areas, no further than a ten-minute walk across, defined by unifying elements of use, public realm design and architectural character. Each of them constitutes a "place;" for this reason, the districts themselves may take on a larger significance for the public than the overall Heart of Norwalk area.

The Proposed Plan identifies the following three districts and three corridors: Front Street Historic District, Town Square District, Triangle District, Firestone Boulevard Corridor, Railway Trail Corridor, and San Antonio Drive Corridor. The new zoning and land use within each district is the result of a combination of four pieces: permitted uses, density, height, and frontage/setback requirements. These four components are provided in the Proposed Plan for each parcel and dictate allowable uses in the same way traditional zoning works.

For the purpose of analysis in this EIR, the total development potential resulting from implementation of the zone changes are analyzed. While the Proposed Plan has a plan year of 2055, for the purpose of the analysis contained within this EIR, buildout of the Proposed Plan is anticipated to occur over the next 16 years, through 2040. The net development by 2055 is anticipated to be:

- 3,087 residential units and a net increase of 2,285,418 square feet of residential development;
- 275,747 square feet reduction in commercial uses;
- 18,310 square feet reduction in industrial uses; and
- 53,011 square feet of reduction in institutional uses.

It should be noted that although overall there will be a decrease in non-residential square footage, the Plan does assume 173,250 square feet of new commercial development will be constructed over the course of the planning horizon. This could be in the form of mixed-use development in one of the residential districts or new commercial development in the Front Street Historic District or other commercial corridors.

However, overall, there would be a net reduction in non-residential square footage as the existing commercial, industrial and institutional uses are replaced with new uses.

ES.3 SCOPE OF THE PEIR

This Draft PEIR addresses the potential environmental effects of the Project and alternatives to the project. The scope of the Draft PEIR includes issues identified by the City of Norwalk and raised by agencies and the general public in response to the scoping process and Notice of Preparation (NOP), as described below.

ES.3.1 Scoping Process

In compliance with the *State CEQA Guidelines*, the City of Norwalk has taken steps to maximize opportunities to participate in the environmental process. An NOP was circulated on April 3, 2024, to solicit comments and inform the public of the Proposed Plan. The Proposed Plan was described, potential environmental effects associated with implementation were identified, and agencies and the public were invited to review and comment on the Notice of Preparation. The NOP review and comment period closed on May 3, 2024. At the time of preparation of this PEIR, the City received one written comment regarding the scope and content of the PEIR from the California Department of Transportation and one comment regarding tribal consultation from the Native American Heritage Commission. A scoping meeting for the Plan took place on April 23, 2024, from 6:00 P.M. to 7:30 P.M.

The following environmental issues were identified through the scoping process as having potential impacts associated with implementation of the Proposed Plan and are addressed in this Draft PEIR:

- Aesthetics
- Air Quality
- Cultural and Tribal Cultural Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation and Circulation
- Utilities and Service Systems (including Energy)

Specific impact topics were identified for each of these environmental issues and are discussed in this Draft PEIR with respect to existing conditions, potential impacts, the significance of these potential impacts, and proposed mitigation for significant impacts.

Other sections required by CEQA include a discussion of growth inducement, cumulative impacts, significant irreversible environmental changes, and significant environmental effects that cannot be avoided. A discussion of alternatives to the Proposed Plan is also presented in this Draft PEIR.

ES.3.2 Areas of Controversy Known to the Lead Agency

This Draft EIR addresses the areas of environmental controversy and environmental issues to be resolved which are known to the City of Norwalk or were raised by agencies and the public during the scoping process. The City identified many of these during outreach of the NOP. It should be noted that not all of these issues are related to environmental effects of the project. Issues of concern to the community include increased population and associated effects related to traffic, air quality and noise.

ES.3.3 Issues to be Resolved

The issues to be resolved by the City of Norwalk include a decision on the alternatives, which include the Proposed Plan, and whether or how to mitigate the environmental effects of the Proposed Plan. The City will need to determine if the type and intensity of development proposed by the Proposed Plan are appropriate for the Plan Area, and if it the existing infrastructures in the Proposed Plan Area would accommodate the proposed development intensity.

ES.4 SIGNIFICANT ENVIRONMENTAL IMPACTS AND MITIGATION PROGRAM

ES.4.1 Summary Table

Table ES-1, Summary of Impacts and Mitigation Measures, below, summarizes each potentially significant environmental effect of the Proposed Plan, the recommended mitigation measures, or alternatives that would reduce or avoid the effect and the level of significance after mitigation. The reader is referred to the full text of this Draft PEIR for a detailed description of the environmental effects of the Proposed Plan and feasible mitigation measures.

ES.4.2 Potential Impacts Not Found To Be Significant

In accordance with *State CEQA Guidelines* Section 15128, this Draft PEIR identifies the possible significant effects that were determined not to be significant and are, therefore, not discussed in detail. Through the scoping process, the City of Norwalk determined that an PEIR was required to evaluate the potentially significant environmental effects of the Proposed Plan. The following environmental topics were determined not significant and are discussed in **Section 5.0, Effects Found Not to be Significant**:

- Agriculture and Forestry Resources
- Biological Resources
- Geology and Soils (except paleontology)
- Mineral Resources
- Wildfire

ES.5 MITIGATION MONITORING

State law and the City of Norwalk CEQA procedures require the preparation of a mitigation monitoring and reporting program designed to ensure that mitigation measures adopted as conditions of approval to mitigate or avoid significant environmental effects are carried out. Mitigation measures identified within this Draft PEIR have been described in sufficient detail to provide the necessary information to identify the party (or parties) responsible for carrying out mitigation, when it is to be implemented, and how the mitigation is to be monitored. A mitigation monitoring program will be considered by the City of Norwalk with the Final PEIR.

Table ES-1
Summary of Impacts and Mitigation Measures

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Aesthetics			
AES-1: Have a substantial adverse effect on a scenic vista.	No impact	No mitigation measures are required.	No impact
AES-2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	No impact	No mitigation measures are required.	No impact
AES-3: In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.	Less than significant	No mitigation measures are required.	Less than significant
AES-4: Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.	Less than significant	No mitigation measures are required.	Less than significant
Air Quality			
AQ-1: Conflict with or obstruct implementation of the applicable air quality plan.	Less than significant	No mitigation measures are required.	Less than significant
AQ-2: 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.	Potentially significant (construction); Less than significant (operation)	**AQ-1: Dust Control Compliance with SCAQMD Rule 403** **a. Applicability Threshold:** Any project whose Ground Disturbance Activities construction activities involve the use of construction equipment and require a permit from City of Norwalk Community Development Department.	Significant and unavoidable

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
		b. Standard: Consistent with SCAQMD Rule 403, best available dust control measures shall be implemented during Ground Disturbance Activities and active construction operations capable of generating dust. **AQ-2**: **Equipment Maintenance** **a. Applicability Threshold**: Any project whose construction activities involve the use of construction equipment and require a permit from City of Norwalk Community Development Department. **b. Standard**: Maintain construction equipment in good, properly tuned operating condition, as specified by the manufacturer, to minimize exhaust emissions. Documentation demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications shall be maintained per the proof of compliance requirements for a minimum of five years after the Certificate of Occupancy is issued. All construction equipment shall achieve emissions reductions that are no less than what could be achieved by a Tier 4 Interim diesel emission control strategy for a similarly sized engine as defined by CARB regulations. **AQ-3: Vehicle Idling Limit and Notification Signs** **a. Applicability Threshold:** Any project whose construction activities involve the use of construction equipment and require a permit from City of Norwalk Community Development Department. **b. Standard:** Vehicle idling during construction activities shall be limited to five minutes as set forth in the California Code of Regulations, Title 13, Section 2449. Signs shall be posted in areas where they will be seen by vehicle operators stating idling time limits. **AQ-4: Non-Diesel Fueled Electrical Power** **a. Applicability Threshold**: Any project whose construction activities involve the use of construction equipment and require a permit from City of Norwalk Community Development Department. **b. Standard**: Electricity from power poles rather than temporary gasoline or diesel-powered generators shall be used to the extent available and feasible.	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
		AQ-5: Emissions Standards for Off-Road Construction Equipment Greater than 50 Horsepower **a. Applicability Threshold:** Any project whose construction activities involve the use of construction equipment, require a permit from City of Norwalk Community Development Department, and involve at least 5,000 cubic yards of on-site cut/fill on any given day. **b. Standard:** All off-road diesel-powered construction equipment equal to or greater than 50 horsepower shall meet the U.S. Environmental Protection Agency's (U.S. EPA) Tier 4 emission standards during construction. Operators shall maintain records of all off-road equipment associated with Project construction to document that each piece of equipment used meets these emission standards per the proof of compliance requirement for a minimum of five years after the Certificate of Occupancy is issued. In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook may be provided by the Applicant or Owner demonstrating that project construction activities would not exceed the SCAQMD's regional and localized construction thresholds. **AQ-6: Use of Low Polluting Fuels** **a. Applicability Threshold:** Any project whose construction activities involve the use of construction equipment, require a permit from City of Norwalk Community Development Department, and involve at least 5,000 cubic yards of on-site cut/fill on any given day. **b. Standard**: Construction equipment less than 50 horsepower shall use low polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline). In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook may be provided by the Applicant or Owner demonstrating that project construction activities would not exceed the SCAQMD's regional and localized construction thresholds. **AQ-7: Emission Standards for On-Road Haul Trucks** **a. Applicability Threshold**: Any project whose construction activities involve the use of construction equipment, require a permit from City	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
		of Norwalk Community Development Department, and involve more than 90 round-trip haul truck trips on any given day for demolition debris and import/export of soil. **b. Standard**: Construction haul truck operators for demolition debris and import/export of soil shall use trucks that meet the California Air Resources Board's (CARB) 2010 engine emissions standards at 0.01 g/bhp-hr. of particulate matter (PM) and 0.20 g/bhp-hr. of nitrogen oxides (NOX) emissions. Operators shall maintain records of all trucks associated with Project construction to document that each truck used meets these emission standards per the proof of compliance requirements in Subsection I.D.6. In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook may be provided by the Applicant or Owner demonstrating that project construction activities would not exceed the SCAQMD's regional and localized construction thresholds. **AQ-8: Routes for On-Road Haul Trucks** **a. Applicability Threshold**: Any project whose construction activities involve the use of construction equipment and require a permit from City of Norwalk Community Development Department. **b. Standard**: Construction contractors shall reroute construction trucks away from congested streets or Sensitive Uses, as feasible. The burden of proving that compliance is infeasible shall be upon the Applicant or Owner. Where avoiding Sensitive Uses and congested streets altogether is infeasible, routing away from Sensitive Uses shall be prioritized over routing away from congested streets. **AQ-9:** During case-by-case review of individual projects, the City shall consider the application of the following strategies to reduce mobile emissions to the maximum extent feasible: • Provide preferential carpool/vanpool parking spaces for office uses. • Provide for shuttle/mini bus services for hotel uses. • Provide onsite child-care centers. • Provide transit design features within development. • Develop park-and-ride lots.	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• Employ a transportation/rideshare coordinator at commercial uses. • Implement a rideshare program. • Provide incentives for employees to rideshare or take public transportation. • Provide bicycle paths that link to an external network. • Provide pedestrian facilities. • Integrate affordable and below market rate housing. • Provide electric vehicle charging. • Reduce parking supply. • Implement subsidized or discounted transit program. • Implement bike-sharing program.	
AQ-3: Expose sensitive receptors to substantial pollutant concentrations.	Potentially significant (construction); Less Than Significant (operation)	See **Mitigation Measures AQ-1** through **AQ-8**	Significant and unavoidable
AQ-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	Less than Significant	No mitigation measures are required.	Less than significant
Cultural and Tribal Cultural Resources			
CUL-1: Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.	Potentially significant	**CUL-1: Historical Built Environment Studies** For projects where demolition of structures greater than 50 years is proposed, prior to the issuance of any demolition permits, the applicant shall prepare an inventory of buildings proposed for demolition located on the project site. The project applicant, under the direction of the City, shall retain a historian or architectural historian who meets or exceeds the Secretary of Interior's Professional Qualifications Standards to document and evaluate the historical significance of the affected buildings or structures in accordance with CEQA. If such documentation and evaluation indicate that the building or structure qualifies as a significant historical resource, the resource shall be avoided, and significant features shall be preserved in place if feasible. If avoidance or preservation is not feasible, a Historical Resources Treatment Plan, or similar proposed plan, shall be prepared and implemented. Further documentation may be required and may include but is not limited to archival quality photographs, measured drawings, oral histories, interpretive signage,	Less than significant with mitigation incorporated

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
		and/or other measures including, potentially, alteration of the resource in accordance with Secretary of the Interior's Standards or relocation of the resource. As defined in the California Code of Regulations (CCR) Title 4(3) Section 15126.4 (b)(2), in some circumstances, documentation of a historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to point where clearly no significant effect on the environment would occur. In these cases, the Historical Resources Treatment Plan, or comparable plan, shall also evaluate the feasibility of retaining significant buildings or structures in their original locations and rehabilitating them according to the Secretary of the Interior's Standards and Guidelines for Rehabilitating Historic Buildings.	
CUL-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.	Potentially significant	**CUL-2: Archaeological Resource Studies** Prior to any approval by the City for projects that involve any demolition, grading, trenching, or other ground disturbance, a Phase 1 Cultural Resources Study conducted by a qualified archaeologist meeting the Secretary of the Interior standards in archaeology shall be required. A Phase 1 study shall include a pedestrian survey of the project site to identify potential surficial archaeological resources and sufficient background archival research and field sampling to determine whether subsurface prehistoric or historic remains may be present. If the project site is completely paved and/or developed, a pedestrian survey may not be required. Archival research should include, at minimum, a records search conducted at the South Central Coast Information Center (SCCIC) and a Sacred Lands File (SLF) search conducted with the NAHC of the project site. If the Phase I does not indicate any archeological resources, no further study is required. If the Phase I Report indicates potential for important archeological resources that may be eligible for CRHR, a Phase 2 report may be required if the identified resources cannot be avoided and preserved in place. Where preservation is not feasible, a Phase 2 evaluation for significance and eligibility for listing in the CRHR may be required. The Phase 2 evaluation shall include any necessary archival research to identify significant historical associations as well as mapping of surface artifacts, collection of functionally or temporally diagnostic tools and	Less than significant with mitigation incorporated

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
		debris, and excavation of a sample of the cultural deposit to characterize the nature of the sites, define the artifact and feature contents, determine horizontal boundaries and depth below surface, and retrieve representative samples of artifacts and other remains. Cultural materials collected from the sites shall be processed and analyzed in the laboratory according to standard archaeological procedures. The age of archaeological resources shall be determined using radiocarbon dating or other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the sites shall be evaluated according to the criteria of the CRHR. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication "Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)". Upon completion of the work, all artifacts, other cultural remains, records, photographs, and other documentation shall be curated at an appropriate curation facility. All fieldwork, analysis, report production, and curation shall be fully funded by the applicant. If any of the resources meet CRHR significance standards, the City shall ensure that all feasible recommendations for mitigation of impacts are incorporated into the final design and any permits issued for development. Any necessary archaeological data recovery excavation shall be carried out by a Registered Professional Archaeologist according to a research design reviewed and approved by the City prepared in advance of fieldwork and using appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5 (1991), Guidelines for Archaeological Research Design, or the latest edition thereof. As applicable, the final Phase 1 Inventory, Phase 2 Testing and Evaluation, Phase 3 Data Recovery reports shall be submitted to the City prior to final inspection of a construction permit. Recommendations contained therein shall be implemented throughout all ground disturbance activities including, at minimum, requirements to follow for unanticipated archaeological discoveries during construction.	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
CUL-3: Disturb any human remains, including those interred outside of dedicated cemeteries.	Less than significant	**CUL-3: Unanticipated Discovery of Human Remains** Consistent with the regulatory provisions to address the handling of human remains in California Health and Safety Code § 7050.5, PRC § 5097.98, and CEQA Guidelines § 15064.5(e), in the event that human remains are discovered, it requires that disturbance of the site shall be suspended, encountered during site disturbance, grading, or other construction activities on the project site, the construction contractor shall halt work within 25 feet of the discovery. The Project Applicant shall immediately notify the and the City of Norwalk and the Los Angeles County Coroner. The coroner shall conduct an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative, in the manner provided in § 5097.98 of the PRC. The coroner is required to make a determination within two working days of notification of the discovery of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall consult with the NAHC by telephone within 24 hours, to designate a Most Likely Descendant (MLD) who shall recommend appropriate measures to the landowner regarding the treatment of the remains. If the owner does not accept the MLD's recommendations, the owner or the MLD may request mediation by the NAHC.	Less than significant
CUL-4: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California Register of Historical	Potentially significant	**CUL-4: Unanticipated Discovery of Tribal Cultural Resources** In the event that a cultural resource of Native American origin is identified in the Plan Area during the implementation of **Mitigation Measure MM CUL-2** or during any project-related ground disturbance, the City of Norwalk, as Lead Agency, shall consult with local Native American tribes who have requested notification of projects under AB 52. If the City, in consultation with the local Native American tribe(s), determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with representatives of the Native American tribe(s). The mitigation plan may	Less than significant with mitigation incorporated

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Resources, or in the local register of historical resources as defined in Public Resources Code Section 5020.1(k), or ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		include but would not be limited to avoidance, capping in place, excavation and removal of the resource, interpretive displays, sensitive area signage, or other mutually agreed upon measures.	
CUL-5: Directly or indirectly a unique paleontological resource or site or unique geologic feature.	Potentially significant	**CUL-5: Unanticipated Discovery of Paleontological Resources** In the event that paleontological resources are unearthed during ground-disturbing activities, the City of Norwalk Public Works Division will be notified immediately, and all work will cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California PRC § 21083.2	Less than significant with mitigation incorporated
Greenhouse Gas Emissions			
GHG-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	Less than significant	No mitigation measures are required.	Less than significant
GHG-2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gas emissions.	Less than significant	No mitigation measures are required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
Hazards and Hazardous Materials			
HAZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Potentially significant	**HAZ-1:** For discretionary projects within the Plan Area, prior to construction activities onsite, a Phase I investigation shall be conducted to assess if there are any reasons to suspect that hazardous materials could be present. If current or past use of contaminants of potential concern are discovered through the Phase I investigation, or if the property has ever contained a gas station, dry cleaners or hazardous chemical storage tanks, a Phase II would be required. The Phase II investigation shall be conducted in accordance with guidelines developed by the Department of Toxic Substances Control (DTSC) and Environmental Protection Agency (EPA) for site assessments. The Phase II investigation shall estimate the potential threat to public health and the environment if concentrations of pesticides are encountered using methods outlined in DTSC's Preliminary Endangerment Assessment Guidance Manual and DTSC's Screening Level Human Health Risk Assessment guidance for implementing screening level risk analysis. The Phase II investigation shall be submitted to the City of Norwalk for review and approval by an independent third-party reviewer. If the Phase II testing reveals concentrations of contaminants above health-based screening levels for residential exposure, remediation of the site shall be required to address residual contamination above health-based level of concern. Remediation may include excavation and disposal of impacted soil or capping elevated areas beneath paved areas. The Construction Contractor shall implement the recommendations outlined in the Phase II.	Less than significant with mitigation incorporated
HAZ-2: 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	See **Mitigation Measures HAZ-1.**	Less than significant
HAZ-3: 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	No mitigation measures are required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
HAZ-4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.	Less than significant	See **Mitigation Measures HAZ-1.**	Less than significant
HAZ-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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	No mitigation measures are required.	No Impact
HAZ-6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Less than significant	No mitigation measures are required.	Less than significant
HAZ-7: Expose people or structures to a significant risk of loss, injury, or death involving wildland fires.	No impact	No mitigation measures are required.	Less than significant
Hydrology and Water Quality			
HYD-1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	Less than significant	No mitigation measures are required.	Less than significant
HYD-2: 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	No mitigation measures are required.	Less than significant
HYD-3: 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	Less than significant	No mitigation measures are required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
impervious surfaces, in a manner which would: • result in substantial erosion or siltation on- or off-site; • substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site; • 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 • impede or redirect flood flows.			
HYD-4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.	No impact	No mitigation measures are required.	No impact
Land Use and Planning			
LAN-1: Physically divide an established community.	Beneficial impact	No mitigation measures are required.	Less than significant
LAN-2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	Less than significant	No mitigation measures are required.	Less than significant
Noise			
NOI-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	Potentially significant (construction); Less Than Significant (operation)	**NOI-1:** During case-by-case review of individual projects, the City shall consider the application of the following strategies to reduce construction noise levels to the maximum extent feasible: • Mufflers. Construction equipment shall be properly maintained and all internal combustion engine driven machinery with intake and exhaust mufflers and engine shrouds, as applicable, shall be in good condition and appropriate for the equipment. During construction, all equipment, fixed or mobile, shall be operated with closed engine doors	Significant and unavoidable

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
		and shall be equipped with properly operating and maintained mufflers, consistent with manufacturers' standards. • Electrical Power. Electrical power, rather than diesel equipment, shall be used to run compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities. • Equipment Staging. All stationary equipment shall be staged as far away from the adjacent sensitive receptors as feasible. • Equipment Idling. Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use. • Workers' Radios. All noise from workers' radios shall be controlled to a point that they are not audible at sensitive receptors near construction activity. • Smart Back-up Alarms. Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction. • Disturbance Coordinator. Project applicants shall designate a disturbance coordinator who shall be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and identify remedies to correct the problem. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site. **NOI-2:** During case-by-case review of individual projects, the City shall consider the application of the following strategy to reduce construction noise levels to the maximum extent feasible:: • Temporary Sound Barriers. For construction activities located directly adjacent to sensitive receivers (e.g., residences, schools), temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and adjacent receivers during the demolition, site preparation, grading phases, and building phases of construction. Temporary sound barriers shall consist of either sound	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
		blankets or other sound barriers/techniques such as acoustic padding or acoustic walls placed near adjacent residential buildings that have been field-tested to reduce noise. Barriers shall be placed such that the line-of-sight between noise-generating construction equipment and adjacent sensitive land uses is blocked and shall be placed as close to the source equipment as feasible. As an alternative, applicants may prepare a Noise Study that demonstrates construction noise would not exceed noise standards at nearby sensitive resources. The Noise Study shall incorporate best management practices and other noise reduction measures to reduce noise levels.	
NOI-2: Generation of excessive groundborne vibration or groundborne noise levels.	Potentially significant (construction – annoyance and building damage); Less Than Significant (operation)	See **Mitigation Measures NOI-1** and **NOI-2** **NOI-3:** Prior to any grading or construction activity within 25 feet of an extremely fragile building (as defined in Caltrans' Transportation and Construction Vibration Guidance Manual, April 2020) or any construction activity associated with the rehabilitation of an extremely fragile building, applicants shall prepare a Vibration Control Plan. The Vibration Control Plan shall be prepared by a qualified structural engineer and shall include methods to minimize vibration, including but not limited to: • Use of drilled piles or the use of a sonic vibratory pile driver rather than impact pile driving. • Use of rubber-tired equipment rather than metal-tracked equipment. • Avoiding the use of vibrating equipment when allowed by best engineering practices. The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected buildings. The survey letter shall provide a shoring design to protect the buildings from potential damage. The structural engineer may recommend alternative procedures that produce lower vibration levels, such as sonic pile driving or caisson drilling instead of impact pile driving. Development projects shall implement the structural engineer's recommendations. A Statement of Compliance signed by the Applicant and Owner is required to be submitted to Building and Safety at plan check and prior to the issuance of any permit. The Vibration Control Plan, prepared as outlined above, shall be documented by a qualified structural engineer, and shall be provided to the City upon request.	Significant and unavoidable (construction annoyance); Less than significant with mitigation incorporated (building damage)

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
NOI-3: 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	No mitigation measures are required.	No Impact
Population and Housing			
POP-1: Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)	Less than significant	No mitigation measures are required.	Less than significant
POP-2: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.	Less than significant	No mitigation measures are required.	Less than significant
Public Services and Recreation			
PS-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.	Less than significant	No mitigation measures are required.	Less than significant
PS-2: Result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, need for new or physically altered police protection facilities, the construction	Less than significant	No mitigation measures are required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.			
PS-3: Result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives of the school district.	Less than significant	No mitigation measures are required.	Less than significant
PS-4: Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives	Less than significant	No mitigation measures are required.	Less than significant
REC-1: 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.	Less than significant	No mitigation measures are required.	Less than significant
REC-2: 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	No mitigation measures are required.	Less than significant
Transportation			
TRA-1: Conflict with a program, plan, ordinance or policy addressing the	Less than significant	No mitigation measures are required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
circulation system, including transit, roadway, bicycle, and pedestrian facilities.			
TRA-2: Conflict or be inconsistent with *CEQA Guidelines* section 15064.3, subdivision (b).	Less than significant	No mitigation measures are required.	Less than significant
TRA-3: 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	No mitigation measures are required.	Less than significant
TRA-4: Result in inadequate emergency access.	Less than significant	No mitigation measures are required.	Less than significant
Utilities and Service Systems			
USS-1: 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.	Less than significant	No mitigation measures are required.	Less than significant
USS-2: Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.	Less than significant	No mitigation measures are required.	Less than significant
USS-3: 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	No mitigation measures are required.	Less than significant
USS-4: Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.	Less than significant	No mitigation measures are required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance After Mitigation
USS-5: Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	Less than significant	No mitigation measures are required.	Less than significant
EN-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	Less than significant	No mitigation measures are required.	Less than significant
EN-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	Less than significant	No mitigation measures are required.	Less than significant

ES.6 ALTERNATIVES TO THE PROPOSED PROJECT

As required by Section 15126.6 of the *CEQA Guidelines*, a range of reasonable alternatives to the proposed project that would attain most of the basic project objectives but would avoid or substantially lessen any of its significant environmental effects must be examined. Project alternatives aim to identify and disclose ways to mitigate or avoid significant environmental effects that may result from the Proposed Plan. Impacts found to be significant and unavoidable in **Chapter 3.0**, **Environmental Impact Analysis**, include cumulatively considerable net increase in emissions of criteria air pollutants during construction and potential exposure to sensitive receptors; temporary increases in ambient noise during construction that would expose sensitive receptors to increased noise levels; and construction activities that would intermittently generate vibrations that exceed the residential annoyance threshold. Impacts found to be potentially significant but are able to be reduced to a less than significant level with the imposition of proposed mitigation measures include impacts to historical resources, construction vibration (building damage), archaeological resources, tribal cultural resources, and paleontological resources.

The alternatives considered are summarized below. Project alternatives are further discussed in **Chapter 4.0, Alternatives**.

Alternative 1 – No Project

For purposes of this PEIR, the No Project Alternative (Alternative 1) assumes buildout within the Plan Area would occur in accordance with the land uses included in the *City of Norwalk 1996 General Plan* (General Plan) and implemented by the City's Zoning Code. The Zoning Code carries out the General Plan policies by regulating development and land uses within the City, consistent with the General Plan. Under this alternative the increased housing density opportunities and expanded commercial uses proposed under the Plan would not be achieved. Thus, the No Project Alternative assumes that without the Plan in place to change the underlying land uses, the land uses reflected in the General Plan would be developed.

Alternative 2 – Reduced Capacity Alternative

Under the Reduced Capacity Alternative (Alternative 2) the future buildout would be reduced compared to the Proposed Plan. This alternative assumes a 50 percent reduction in development during the life of the Proposed Plan. Alternative 2 would include the following buildout:

- 1,542 housing units
- Net reduction of 173,534 square feet of non-residential uses

Implementation of the Reduced Capacity Alternative would result in a reduced buildout within all districts and corridors proposed under the Proposed Plan. The future buildout of the proposed Firestone Boulevard corridor would be reduced in residential development compared to the Proposed Plan. Additionally, the future buildout of the proposed San Antonio Boulevard corridor would be reduced in residential and mixed-uses compared to the Proposed Plan.

Alternative 3 – Increased Commercial Alternative

Under this alternative, there would be an increase residential and commercial development within the Plan Area. Currently, the Proposed Plan increases residential development and reduces overall nonresidential square footage including commercial industrial and civic. In this alternative, the Plan Area would maintain the proposed residential development and would increase commercial development anticipated under the Plan. Industrial and institutional uses would retain their reduction from the Proposed Plan. Alternative 3 would include the following buildout:

- 3,087 housing units
- 173,250 square feet of new commercial development
- No loss of commercial development
- Maintained decrease in industrial and institutional uses

Implementation of the Increased Commercial Alternative would result in the same residential development and the same corridors plan but would increase the amount of commercial development.

ES.7 REVIEW OF THE DRAFT PEIR

The Draft PEIR has been distributed to responsible and trustee agencies, other affected agencies, surrounding cities, and other interested parties in accordance with *State CEQA Guidelines* Section 15086. The Notice of Completion for the Draft PEIR was also distributed as required by CEQA. During the 45-day public review period, the Draft PEIR, including the technical appendices, is available for review at the City of Norwalk City Hall at 12700 Norwalk Boulevard in the City and on City's Website at: https://www.norwalk.org/departments_services/community_development/heart_of_norwalk.php.

Written comments on the Draft PEIR should be addressed to:

Carlos Rojas
City of Norwalk, Community Development
12700 Norwalk Boulevard, Room 12
Norwalk, CA 90650

Upon completion of the 45-day public review period, written responses to all significant environmental issues raised will be prepared and made available for review at least 10 days prior to consideration of the Final PEIR before the Norwalk City Council. These environmental comments and their responses will be included as part of the Final PEIR for consideration by decision makers for the Project.

1.0 INTRODUCTION

1.1 PURPOSE

This introduction is intended to provide the reader with general information regarding (1) the purpose of the Environmental Impact Report (EIR or Draft EIR), (2) standards for EIR adequacy, (3) an introduction to the format and content of this EIR for the Heart of Norwalk Specific Plan (Proposed Plan or Project) and (4) the EIR processing requirements for the Plan. Environmental documents can be confusing; this section is provided to educate the reader regarding the intent, format, and content of this DEIR so that it can be more easily understood.

1.2 PROJECT BACKGROUND AND PLANNING PROCESS

The City of Nowalk (City) is an incorporated municipality in Los Angeles County, located 16 miles south of Downtown Los Angeles. The City is bordered by the cities of Downey to the northwest, Santa Fe Springs to the north and east, Artesia to the south, Cerritos to the south and west, and Bellflower to the west.

On April 3, 2024, the City published the Notice of Preparation (NOP) to the State Clearinghouse in the Office of Planning and Research, notifying the general public, responsible and trustee agencies, as well as interested parties that an EIR would be prepared for the Project. The NOP specified that the Project included the implementation of the Proposed Plan which included land use, zoning, and street improvement changes to facilitate new community-supporting development. The Project, as further described in **Section 2.0, Project Description**, includes land use, zoning and street improvement changes within the Plan Area.

1.2.1 Project Summary

The City is proposing to adopt and implement the Proposed Plan. The purpose of the Proposed Plan is to revitalize the underutilized corridors within the center of the City and spur development of new commercial and residential uses, while balancing place making and open spaces. Some of the key themes of the Proposed Plan revolve around: making places, connecting with corridors, and supporting the social element. These environments would incorporate a variety of urban residential uses, places to walk and spend time, nightlife and spaces that can encourage and celebrate local culture, such as performing arts spaces. In general, the Proposed Plan:

- Identifies three new framework districts that preserve the City of Norwalk's visual and cultural character, including a Front Street Historic District, Town Square District, and Triangle District.

- Reconfigures Front Street as one-way to prioritize pedestrian safety and divert traffic to Firestone Boulevard.

- Reconfigures San Antonio Drive (San Antonio Corridor) to create a linear park with neighborhood-serving amenities to provide an ideal walking, biking and driving connection between Norwalk Town Square, Front Street and the Civic Center.

- Redevelops Firestone Boulevard (Firestone Corridor) into a green urban boulevard that supports new residential and commercial development.

- Establishes the Norwalk Railway Corridor pedestrian/bicycle trail which provides a greenway parallel to the existing railroad to provide a landscaped trail with planted walkways, artwork, and cultural exhibitions to provide an inviting and safe environment for pedestrians and cyclists.

- Implements a new pedestrian and bicycle path running adjacent to the Southern Pacific Railroad right-of-way and provides a connection to the regional recreational Rail Trail.

1.3 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The purpose of this environmental impact report (EIR) is to assess the environmental effects of implementing the Proposed Plan, as described above. All projects within the State of California are required to undergo an environmental review to determine the environmental impacts associated with implementation of the project in accordance with the California Environmental Quality Act (CEQA). CEQA was enacted in 1970 by the California legislature to disclose to decision makers and the public, the significant environmental effects of proposed activities, as well as ways to avoid or reduce the environmental effects by requiring implementation of feasible alternatives or mitigation measures. CEQA applies to all California governmental agencies at all levels, including local agencies, regional agencies, state agencies, boards, commissions, and special districts.

The EIR is ultimately intended as an informational document and by itself does not determine whether the Proposed Plan, or any of its components, will be approved. The EIR aids in the decision-making process by disclosing the potential significant and adverse impacts. In conformance with CEQA, California Public Resources Code, Section 21000, this EIR provides objective information addressing the environmental consequences of the Project and identifies the means of reducing or avoiding its significant impacts where feasible.

The *State CEQA Guidelines* help define the role and expectations of this EIR as follows:

- **Information Document**. An EIR is an informational document that will inform decision-makers as well as members of the public of the significant environmental effects of a project, identify feasible ways to minimize or avoid these effects, and describe a set of reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information contained in the administrative record (Section 15121(a)).

- **Degree of Specificity**. An EIR on an individual development project will be more detailed in the specific effects of the project than will an EIR on the adoption of a general plan or zoning ordinance because the effects of the individual development can be predicted with greater accuracy. An EIR on a project such as the adoption of the Proposed Plan should focus on the secondary effects that can be expected to follow from the adoption but need not be as detailed as the analysis on the specific construction project that might follow (Section 15146).

- **Standards of Adequacy**. An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information that enables them to make a decision that intelligently takes account of environmental consequences. An evaluation of the environmental effects of a project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure (Section 15151).

The *State CEQA Guidelines*, Section 15382, defines a significant effect on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant."

This EIR is to serve as an informational document for the public, and decision makers of the City. The EIR process will culminate with City Council hearings to consider certification of a Final EIR and consideration of the project.

1.4 LEAD AGENCY, AUTHORIZATION, AND FOCUS

The lead agency for the Proposed Plan is the City of Norwalk. The Community Development Department-Planning Division is responsible for preparing the EIR for the review and consideration of the City Council,

as the final decision-maker for the Project. The address for the Community Development Department is the following:

City of Norwalk, Community Development Department
12700 Norwalk Boulevard, Room 12
Norwalk, CA 90650

The *State CEQA Guidelines* define "lead," "responsible," and "trustee" agencies. The determination that the City of Norwalk is the "lead agency" is made in accordance with *State CEQA Guidelines* sections 15051 and 15367, which define the lead agency as the public agency that has the principal responsibility for carrying out or approving a project. This Draft EIR reflects the independent judgment of the City regarding the potential environmental impacts and the level of significance of the impacts both before and after the mitigation measures proposed to reduce the impacts.

The City determined that an EIR is needed to evaluate potentially significant effects that could result from the implementation of the Proposed Plan. An Initial Study was not prepared for the Project since it was determined from the outset that an EIR would be required (*State CEQA Guidelines,* Section 15060(d)).

The City is required to consider the information in the Draft EIR, along with any other relevant information, in making its decision on the Proposed Plan. Although the Draft EIR does not determine the ultimate decision that will be made regarding implementation of the Proposed Plan, CEQA requires the City to consider the information in the Draft EIR and make findings regarding each significant effect in the Draft EIR. Once certified, the Final EIR will serve as the environmental document for the Proposed Plan and will be used as a basis for decisions related to future development in the Plan Area. Other agencies may also use the certified Final EIR in their review and approval process.

A "responsible agency" refers to a public agency other than the lead agency that has discretionary approval over the project. A "trustee agency" refers to a state agency having jurisdiction by law over natural resources affected by the project. There are no responsible or trustee agencies associated with the Project.

1.5 TYPE OF ENVIRONMENTAL REVIEW

Buildout of the Proposed Plan will be achieved by the year 2055. However, for the purpose of this EIR, the analysis will utilize a horizon year of 2040. In most cases, 2040 represents a worst case, yet reasonable, analysis of potential environmental effect. In this case, as all the growth is presumed to occur in a shorter time period, impacts related to traffic, air quality, noise and others that would normally occur over an additional 15 years are instead presumed to occur earlier, thereby condensing and worsening impacts. This EIR considers broad plan level issues and evaluates the effects of the Proposed Plan. This EIR addresses

environmental impacts from the Proposed Plan to a level that can be assessed without undue speculation, considering the scope of the Proposed Plan components.

Consistent with the requirements of CEQA, the EIR compares expected development from the Proposed Plan against the existing environment and not to the existing plans and regulations. The No Project Alternative considers the effects of the existing general plan and zoning relative to the impacts of the Proposed Plan.

1.5.1 Future Use of the EIR and Subsequent Projects

Approval of the Proposed Plan does not constitute a commitment to any specific development project. It is contemplated that future site-specific approvals in the Plan Area may be evaluated with consideration of the EIR under CEQA rules for subsequent approvals, where applicable, including but not limited to the following:

- **Addenda** (*State CEQA Guidelines* Sections 15164). Addenda may be used when a subsequent approval contains some changes or additions to the Project, a change in circumstances, or new information, as a result of a new significant impact or an identified significant impact being more severe but no major revisions to the EIR are required based on the changes.

- **Tiering** (Public Resources Code Section 21094 and *State CEQA Guidelines* Section 15152). Tiering refers to using the analysis of general matters contained in a broader EIR with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussion from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.

- **Program EIR / Subsequent Approvals** (*State CEQA Guidelines* Section 15168). Projects within the scope of a Program EIR are eligible for streamlined or limited CEQA review through tiering of future CEQA documents and/or preparation of an addenda to the program EIR.

- **Streamlining for Infill Projects** (SB 226; Public Resources Code [PRC] Section 21094.5; *State CEQA Guidelines* Section 15183.3). Eligible infill projects may qualify for streamlined environmental review at the project level where the effects of infill development have been addressed in a planning level decision or by uniformly applicable development policies.

- **Transit Priority Projects** (SB 375; PRC Section 21155-21155.2). Transit Priority Projects consistent with the SCAG Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) near transit

that have imposed all or all applicable mitigation measures from a prior EIR may be exempt from CEQA or be subject to streamlined review.

1.6 ENVIRONMENTAL REVIEW PROCESS

The environmental review process, as required under CEQA, is summarized below. The steps are presented in sequential order.

1. **Notice of Preparation (NOP) Distributed**. Immediately after deciding that an EIR is required, the lead agency files an NOP soliciting input on the EIR scope to "responsible," "trustee," and involved federal agencies; to the State Clearinghouse, if one or more state agencies is a responsible or trustee agency; and to parties previously requesting notice in writing. A scoping meeting to solicit public input on the issues to be assessed in the EIR, while not always required, may be conducted by the lead agency.

2. **Draft Environmental Impact Report (Draft EIR) Prepared**. The Draft EIR must contain a (1) table of contents or index, (2) summary, (3) project description, (4) environmental setting, (5) environmental impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts), (6) alternatives, (7) mitigation measures, (8) irreversible changes, and (9) organizations and persons consulted.

3. **Public Notice and Review**. The lead agency must prepare a Notice of Availability (NOA) of an EIR. The Notice must be posted in the County Clerk's office for 30 days (Public Resources Code Section 21092.3) and sent to anyone requesting it. Additionally, public notice of Draft EIR availability must be given through at least one of the following procedures: (1) publication in a newspaper of general circulation, (2) posting on and off the project site, and (3) direct mailing to owners and occupants of contiguous properties (as the Project covers approximately 619 acres of the City and encompasses numerous properties it is not plausible to post the NOA around the Plan Area or mail a copy of the NOA to owners and occupants of contiguous properties. Thus, the NOA will be published in the local newspaper). The lead agency must consult with and request comments on the Draft EIR from responsible and trustee agencies, and adjacent cities and counties. The minimum public review period for a Draft EIR is 30 days. When a Draft EIR is sent to the State Clearinghouse for review, the public review period must be 45 days, unless a shorter period is approved by the State Clearinghouse (Public Resources Code 21091). Distribution of the Draft EIR may be required through the State Clearinghouse.

4. **Notice of Completion.** The lead agency must file a Notice of Completion with the State Clearinghouse as soon as it completes a Draft EIR.

5. **Final EIR.** A Final EIR must include (1) the Draft EIR or a revision thereof, (2) copies of comments received during public review, (3) list of persons and entities commenting, and (4) responses to comments.

6. **Certification of Final EIR.** Prior to approving a project, the lead agency shall certify that (1) the Final EIR has been completed in compliance with CEQA, (2) the Final EIR was presented to the decision-making body of the lead agency, and (3) the decision-making body reviewed and considered the information in the Final EIR. A Notice of Determination must be filed with the County Clerk within five days of the certification of the Final EIR.

7. **Lead Agency Project Decision.** The lead agency may (1) disapprove a project because of its significant environmental effects; (2) require changes to a project to reduce or avoid significant environmental effects; or (3) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted.

8. **Findings / Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead or responsible agency must find, based on substantial evidence, that either (1) the project has been changed to avoid or substantially reduce the magnitude of the impact; (2) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or (3) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible. If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.

9. **Mitigation Monitoring and Reporting Program (MMRP).** When an agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.

10. **Notice of Determination.** An agency must file a Notice of Determination after deciding to approve a project for which an EIR is prepared. A local agency must file the Notice with the County Clerk. The Notice must be posted for 30 days and sent to anyone previously requesting notice. Posting of the Notice starts a 30-day statute of limitations on CEQA challenges.

1.6.1 Notice of Preparation (NOP)

In compliance with CEQA, the City completed a multi-step process to determine the appropriate scope of issues to be examined in this Draft EIR. Pursuant to *State CEQA Guidelines* Section 15082, a NOP was prepared by the City and distributed on April 3, 2024, to the State Clearinghouse in the Office of Planning

and Research, notifying the general public, responsible and trustee agencies, as well as interested parties that an EIR will be prepared for the Project. The NOP was circulated for a 30-day review period that began on April 3, 2024, and ended on May 3, 2024. Refer to **Appendix 1.0, CEQA Notices and Response Letters,** to this EIR for a copy of the NOP. At the time of preparation of this EIR, the City received two written comments regarding the scope and content of the EIR from the California Department of Transportation and Native American Heritage Commission.

1.6.2 Public Participation

One of the primary objectives of CEQA is to enhance public participation in the planning process. Community members are encouraged to participate in the environmental review process, request to be notified of meetings and release of documents, monitor newspapers for formal announcements, and submit substantive comments at every possible opportunity afforded by the lead agency. The environmental review process provides various opportunities for the public to participate through scoping, public review of CEQA documents, and public hearings.

On April 23, 2024, a public scoping meeting was conducted for the Proposed Plan. An overview of the Proposed Plan details was provided in the meeting.

The public is invited to provide comments and concerns regarding the accuracy of this Draft EIR and the CEQA process. The Draft EIR will be circulated for review and comment by the public and other interested parties, agencies, and organizations for 45 calendar days. The Draft EIR is available on the City of Norwalk website at:

Project Website:
https://www.norwalk.org/departments_services/community_development/heart_of_norwalk.php

Hard copies of the Draft EIR will also be available at:

City of Norwalk, Community Development
12700 Norwalk Boulevard, Room 12
Norwalk, CA 90650

Norwalk Library
12350 Imperial Highway
Norwalk, CA 90650

Written comments may be submitted via:

Mail: City of Norwalk Community Development
Attn: Carlos Rojas- Senior Planner
12700 Norwalk Boulevard, Room 12
Norwalk, CA 90650

E-mail: crojas@norwalkca.gov

Pursuant to *State CEQA Guidelines* Section 15088, the City will prepare written responses to any comments that raise significant environmental issues received during the noticed comment period and include those responses in the Final EIR. The public will also be provided opportunities to present oral and written comments at future hearings and meetings on the Project to the City Council. The City may, but is not required to, provide written responses to comments submitted after the circulation period for the Draft EIR.

1.7 AREAS OF CONTROVERSY / ISSUES TO BE RESOLVED

Potential areas of controversy and issues to be resolved by the City's decision-makers may include those environmental issue areas where the potential for an unavoidable and significant impact has been identified. Issues known to be of concern in the community and therefore potential areas of controversy, include increased population automobile traffic and air quality.

1.8 FINAL EIR AND EIR CERTIFICATION

Following the close of the public review period on the Draft EIR, the City will prepare and publish a Final EIR, which will contain a summary of all written and recorded oral comments on this EIR received during the public review period for the Draft EIR and written responses to those comments that raise environmental concerns, along with copies of the letters received, and any necessary revisions to the EIR. The Draft EIR, comments on the EIR and a list of persons, organizations, and public agencies that commented on the Draft EIR, response to comments, and any revisions to the Draft EIR will constitute the Final EIR. The Final EIR will be available for public review prior to consideration of certification of the document by the decision-makers. The City Council, in an advertised public meeting(s), will consider the documents and then, if found adequate, certify the Final EIR as completed in compliance with CEQA and the *State CEQA Guidelines*.

1.9 ORGANIZATION OF THE EIR

The EIR is organized into the following chapters so the reader can easily obtain information about the Project and any potential issues:

- **Executive Summary:** This section provides a summary of the Project and potential environmental impacts that would result from implementation of the Project, proposed mitigation measures where applicable, and the level of significance of the impact before and after mitigation.

- **Chapter 1.0, Introduction**: This chapter contains an overview of the purpose and focus of the Draft EIR, a discussion of the intended use of this Draft EIR, a description of the organization of the Draft EIR, and a discussion of the public review process and potential areas of controversy.

- **Chapter 2.0, Project Description**: This chapter describes the Project, including project location, project background, project objectives and components, and a description of the proposed changes to existing plans and zoning under the project.

- **Chapter 3.0, Environmental Impact Analysis**: This chapter is the primary focus of this Draft EIR. Each environmental issue is considered in a separate section, which contains a discussion of the environmental settings, the regulatory setting, the methodology and the thresholds of significance. Each section also includes the analyses of environmental impacts of the Project, mitigation measures, conclusions regarding the level of significance after mitigation, and cumulative impacts for each of the following environmental topics and environmental issues:

  - **Section 3.1, Aesthetics:** Changes to views, scenic resources, and visual quality

  - **Section 3.2, Air Quality:** Changes in pollutants affecting air quality

  - **Section 3.3, Cultural Resources and Tribal Cultural Resources:** Changes to historic resources and impacts to archaeological or paleontological resource and human remains and impacts to cultural resources potentially related to one of more Native American tribes

  - **Section 3.4, Greenhouse Gas Emissions:** Changes to greenhouse gas emissions and conformance to applicable greenhouse plans, policy, and regulations

  - **Section 3.5, Hazards and Hazardous Materials:** Changes in the risk of exposure to hazardous materials, or proximity to wildland fire hazards

  - **Section 3.6, Hydrology and Water Quality:** Changes in water quality, drainage patterns and the amount of stormwater runoff

  - **Section 3.7, Land Use and Planning:** Changes to land use and zoning

- **Section 3.8, Noise and Vibration:** Changes in noise and vibration levels due to construction, traffic, and proposed uses

- **Section 3.9, Population and Housing:** Changes in population, jobs/housing balance, and the displacement of a substantial number of housing units or persons

- **Section 3.10, Public Services and Recreation:** Impacts related to the construction of new or expanded public facilities (i.e., fire protection and schools)

- **Section 3.11, Transportation and Traffic:** Changes in transportation conditions and vehicles miles traveled, review of emergency access, potential hazardous design features, and potential conflict with alternative transportation (e.g., bicycles and public transportation)

- **Section 3.12, Utilities and Service Systems (including Energy):** Impacts related to the increased need for utilities and infrastructure improvements and the construction of new or expanded facilities; and wasteful or inefficient use of energy resources

- **Chapter 4.0, Alternatives:** This chapter provides analysis of a range of reasonable alternatives to the Project in accordance with *CEQA Guidelines* Section 15126(f). The range of alternatives considered is based on their ability to feasibly attain most of the project objectives and avoid or substantially lessen any of the significant effects of the Project:
  - **Alternative 1:** No Project
  - **Alternative 2:** Reduced Development Alternative
  - **Alternative 3:** Increased Commercial Development

- **Chapter 5.0, Effects Not Found to be Significant:** This chapter summarizes those impact categories that were determined to be less than significant and did not need further analysis in the EIR.

- **Chapter 6.0, Other CEQA Considerations:** This chapter provides a summary of significant and unavoidable impacts of the Project and a discussion of potential growth inducing effects.

- **Chapter 7.0, List of Preparers**: This chapter lists the individuals involved in preparing the EIR and organizations and persons consulted.

1.10 CEQA FINDINGS FOR PROJECT APPROVAL

Where a certified EIR identifies significant environmental effects, *State CEQA Guidelines* Sections 15091 and 15092 require the adoption of findings prior to approval of a project. Prior to approval of a project, one of three findings must be made, as required by PRC Section 21081 and *State CEQA Guidelines* Section 15091:

- Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

- Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or project alternatives identified in the Final EIR.

If the City approves the Proposed Plan, despite significant impacts identified in the Final EIR that cannot be feasibly mitigated, the City must state in writing the reasons for its actions, under *State CEQA Guidelines* Section 15093. Those findings, called a Statement of Overriding Considerations, must be prepared to substantiate the City's decision to accept the unavoidable significant environmental effects of the Proposed Plan when balanced against the benefits afforded by the Proposed Plan, and must be supported by substantial evidence in the record.

1.11 MITIGATION MONITORING AND REPORTING PROGRAM

At the time of project approval, CEQA and the *State CEQA Guidelines* require lead agencies to adopt a Mitigation Monitoring and Reporting Program (MMRP) for monitoring the revisions it has required in the project and the measures it has imposed to mitigate or avoid significant effects on the environment (*State CEQA Guidelines* Section 21081.6; *State CEQA Guidelines* Section 15097). This Draft EIR contains mitigation measures that, if found feasible, will be included in the MMRP for the Proposed Plan.

2.0 PROJECT DESCRIPTION

INTRODUCTION

The Project Description is the starting point for all environmental analysis required by the State CEQA Guidelines. The purpose of the Project Description is to describe the project in a way that will be meaningful to the public, reviewing agencies, and decision makers. For this Program Environmental Impact Report (PEIR), the project description will focus on program-level information pertaining to the Heart of Norwalk Specific Plan (Project or Proposed Plan). As described in §15124 of the State California Environmental Quality Act (CEQA) Guidelines, the Project Description in an EIR is required to contain the following information: (1) the location of the project; (2) a statement of project objectives; (3) a general description of the project's technical and environmental characteristics; and (4) a statement briefly describing the intended uses of the EIR.

Section 15146 of the State CEQA Guidelines states that the degree of specificity required in a EIR will correspond to the degree of specificity involved in the underlying activity, which is described in the EIR. The following Project Description serves as the basis for the environmental analysis contained in this PEIR.

2.1 PROJECT LOCATION

2.1.1 Project Location

The City of Norwalk (City) is an incorporated municipality in Los Angeles County approximately four miles east of the Los Angeles River and 17 miles southeast of downtown Los Angeles. The City is bordered by the cities of Downey to the northwest, Santa Fe Springs to the north and east, Artesia to the south, Cerritos to the south and west, and Bellflower to the west. The City is bordered by Interstate 605 ((I-605), I-105, and State Route (SR-91) (see **Figure 2.0-1, Regional Context**).

The Heart of Norwalk Specific Plan Area (Plan Area) is comprised of commercial and residential uses in the center of the City. The Plan Area encompasses approximately 0.96 square miles, or 615 acres. As shown in **Figure 2.0-2, Plan Area**, the Plan Area is roughly bounded by Imperial Highway to the north; I-5 Freeway to the east; Rosecrans Avenue to the south; and Pioneer Boulevard to the west. Regional access to the Plan Area is provided by I-5, I-605, I-105, and U.S. Route 91. Local access is provided by Imperial Highway, Pioneer Boulevard, Rosecrans Avenue, and Norwalk Boulevard / San Antonio Drive.

2.1.2 Existing Setting and Characteristics

City of Norwalk

Norwalk was established in the 1880s, catalyzed by the introduction of a railroad line, with a station which created the town's main street, known as Front Street. Front Street served as the main street and heart of community life for several decades while Norwalk experienced rapid expansion, marked by the construction of homes, factories, industrial farms, schools, railroads, and highways through the early 20th century. In the 1950s, a new commercial hub, Norwalk Town Square, was developed at the southern edge of the community, at the intersection of Pioneer Boulevard and Rosecrans Avenue. Both the original town center on Front Street and the newer Norwalk Town Square became focal points for shopping and social gatherings, reinforcing the community's cohesion.

In 1957 the City of Norwalk was incorporated to support population growth at the end of the First World War.[1] Since that time, the City has transformed into a predominantly commercial and residential city for families. The majority of the City is zoned for residential uses (R1, R2, R3, R4, and RH) while the majority of properties along Firestone Boulevard are zoned for commercial uses (C1, C3, and CM). The I-5 traverses the middle of the City. The City of Norwalk is served by the Norwalk/Santa Fe Springs Transportation Center (Metrolink Station) for commuter rail services and LA Metropolitan (LA Metro) for bus and light rail services.

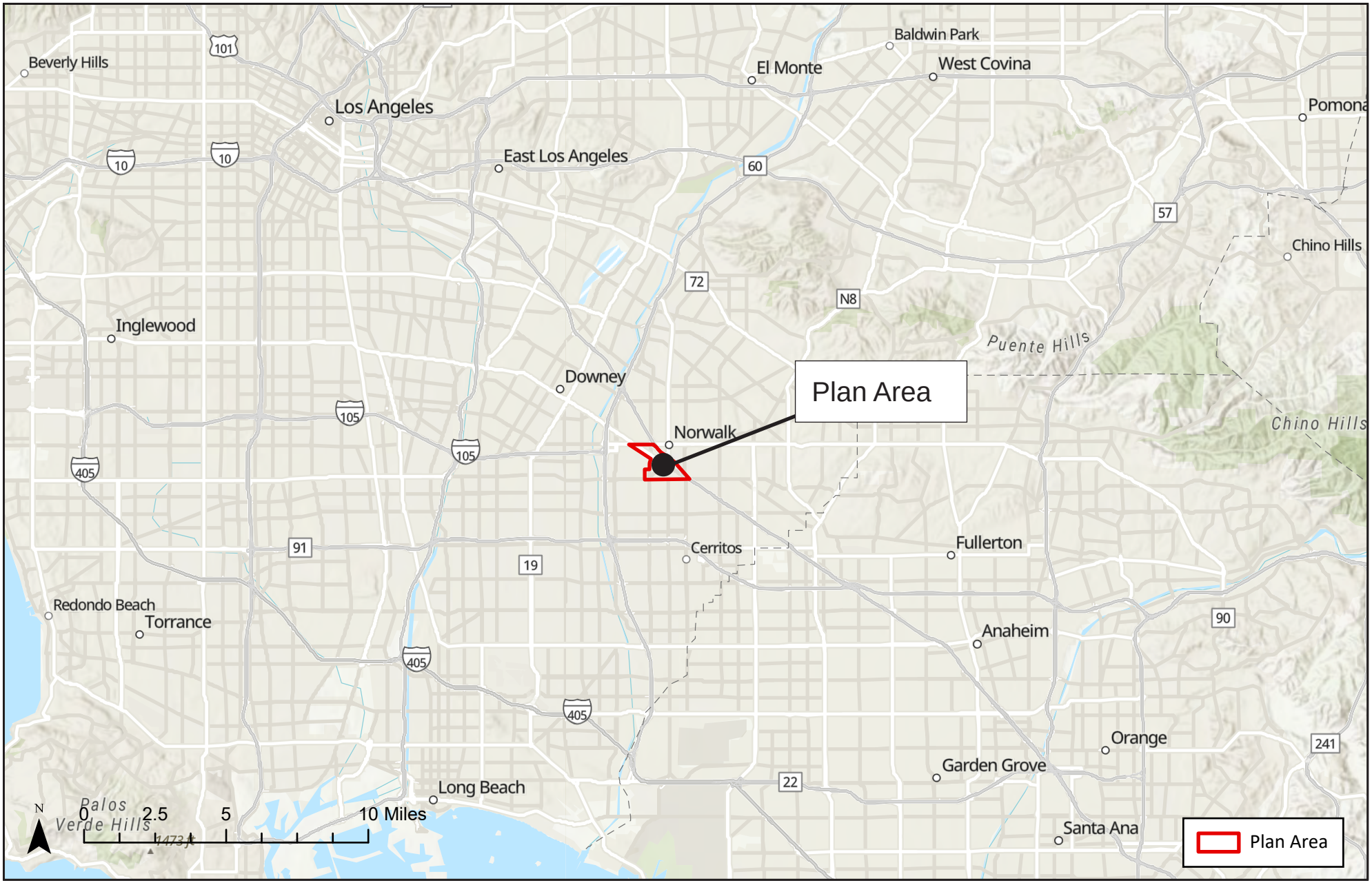
Plan Area

The Plan Area is located within the center of the City and is approximately 615 acres. The Plan Area is roughly bounded by Imperial Highway to the north; I-5 Freeway to the east; Rosecrans Avenue to the south; and Pioneer Boulevard to the west.

Existing Land Uses and Zoning

Currently, the majority of the Plan Area is zoned and designated for residential, commercial, open space, and light industrial uses (see **Figure 2.0-3, Existing General Plan Land Use Policy Map,** and **Figure 2.0-4, Existing Zoning Map**).

1 City of Norwalk, "General Info & Statistics." Available online at: https://www.norwalk.org/about-us/general-info-statistics, accessed March 1, 2024.



SOURCE: Esri 2023

FIGURE **2.0-1**

Regional Context

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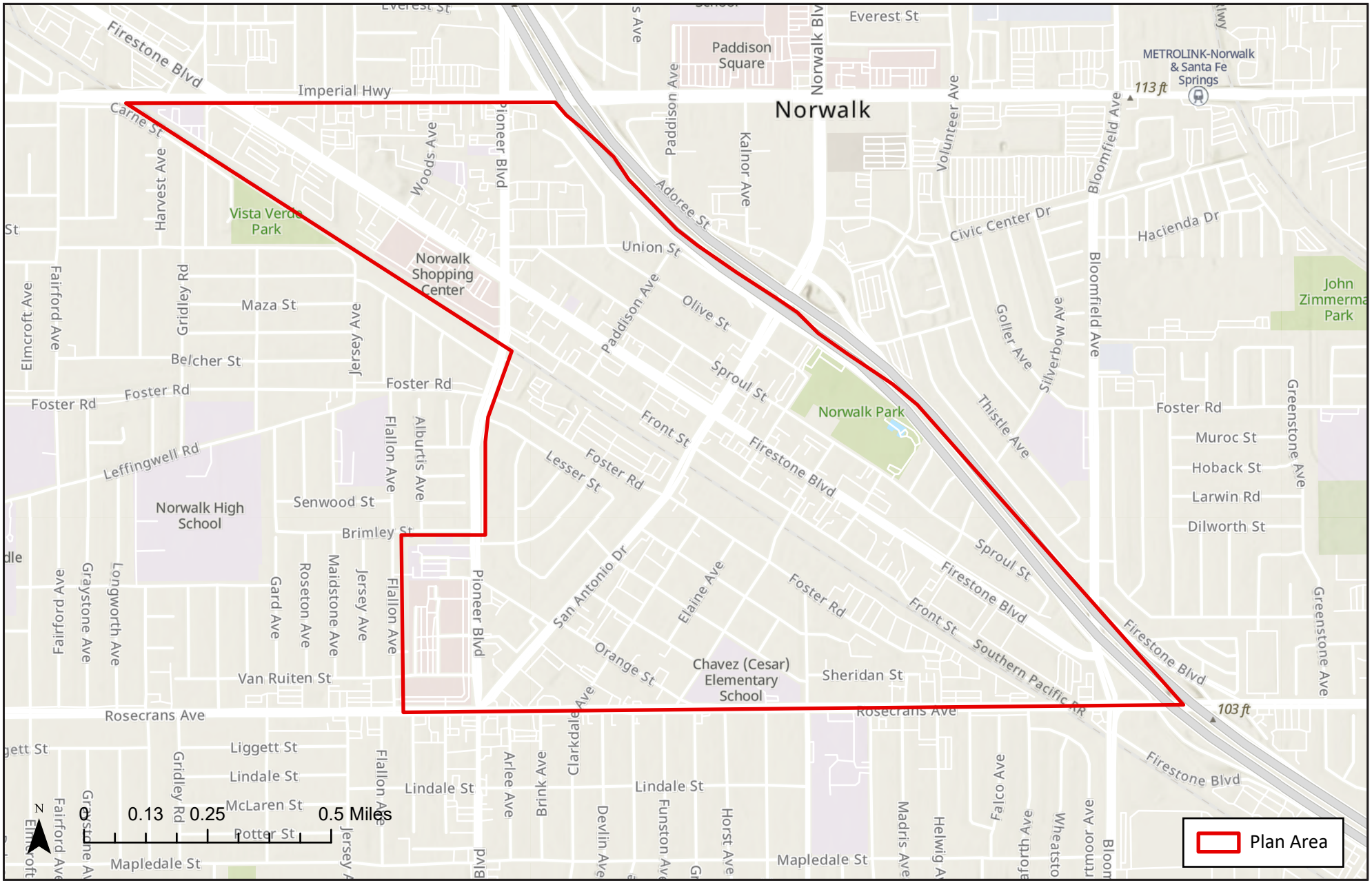

SOURCE: Esri 2023

FIGURE **2.0-2**

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Plan Area

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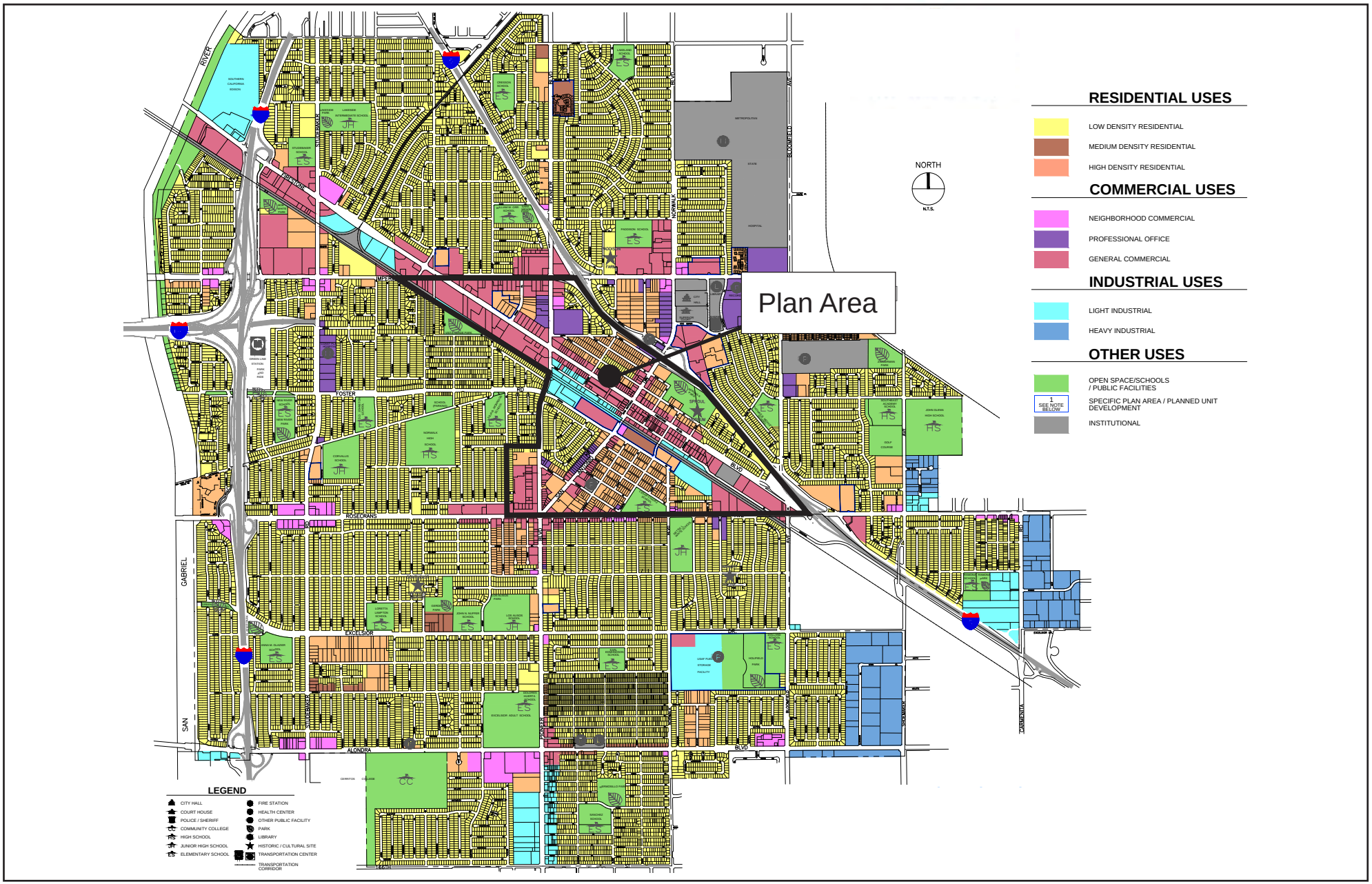

SOURCE: City of Norwalk, 2020

FIGURE **2.0-3**

Existing General Plan Land Use Policy Map

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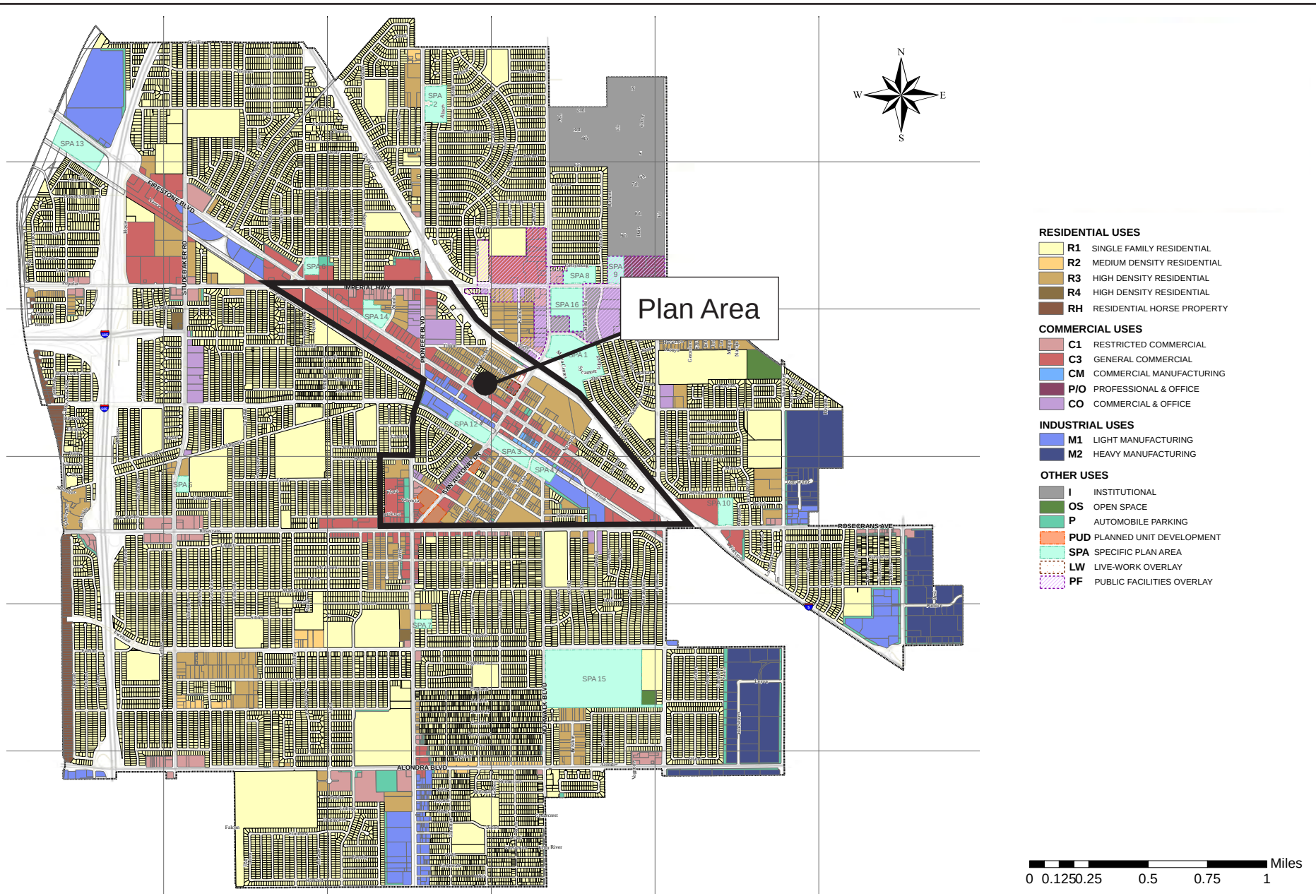

SOURCE: City of Norwalk, 2023

FIGURE **2.0-4**

Existing Zoning Map

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As shown in **Table 2.0-1**, **Existing Land Uses within the Specific Plan Area**, single-family residences account for 16 percent, while multi-family residences account for 12 percent of the Plan Area.[2] The majority of the residential dwelling units were built in the 20th century. The single-family residences are predominantly one story in height, while the multi-family residences include two- or three-story townhome and apartment buildings. Single-family neighborhoods are primarily clustered in higher concentrations, while areas with multi-family residences include a wider variety of residential land uses.

Commercial land uses account for approximately 21 percent of the land uses; and are evenly distributed throughout the Plan Area. The Plan Area currently consists of multiple corridors of underutilized commercial and retail uses along Firestone Boulevard and San Antonio Drive. The majority of these commercial uses include continuous single-story storefronts and office buildings located along the street. These uses are comprised of a few markets, stores, restaurants, and entertainment venues that cater to local residents within the Plan Area and the City. The San Antonio Village Corridor and the Firestone Corridor encompass the oldest sections of the City of Norwalk and many of the structures in these corridors have become worn and underutilized. The building conditions of the commercial uses in the area southeast of San Antonio Drive running along both Firestone Boulevard and Front Street showed relatively consistent poor conditions with need of repair. In addition, the intersection of Pioneer Boulevard, San Atonio Drive, and Rosecrans Avenue (Five Points Intersection), the majority of uses are comprised of single-story retail and commercial uses. Major shopping centers within the Plan Area are limited to the Norwalk Town Square located at the northwest corner of the Five Points Intersection, which includes multiple storefronts ranging from one to three-stories in height separated from the street by onsite parking, and Norwalk Plaza, located at Pioneer Avenue and Firestone Boulevard. The Norwalk Town Square includes restaurants, retail stores, a bank, and movie theater. The buildings within the Town Square/Five Points area were primarily in good to fair conditions and are comprised of recently constructed and older, well-maintained structures. Front Street, located in the center of the Plan Area, was historically the main street for the City and includes historic buildings constructed in the late 1800's such as the Bank of Norwalk building and the City's original rail station (Assessor Parcel Numbers [APNs] 8056-016-810, 8056-016-142, and 8056-016-806). Over time this once vibrant area has become underutilized.

Light industrial uses account for approximately three percent of the uses within the Plan Area and are primarily located in concentrated clusters along the Santa Fe Railway corridor between Front Street and Foster Street. The industrial uses include single-story small-scale manufacturing and distribution centers.

2 Los Angeles County Office of the Assessor, "Property Assessment Information System." Available online at: https://maps.assessor.lacounty.gov/m/, accessed April 11, 2024.

The industrial buildings that line the railway show a heavy need for repair as they showed signs of poor maintenance.

Table 2.0-1
Existing Land Uses within the Plan Area

Existing Land Use	Land Area (acres)	Percentage of Specific Plan Area	Building Square Footage	Percentage of Total Building Square Footage
Residential				
Single-unit (residential)	95.8	16%	1,042,287	21%
2-4 units (residential)	22.7	4%	374,509	8%
5+ units (residential)	49.1	8%	1,059,981	22%
Commercial				
Supermarket	6.5	1%	57,018	1%
Shopping Center	23.1	4%	406,709	8%
Commercial Goods	11.5	2%	156,582	3%
Commercial Services	29.1	5%	465,979	10%
Restaurant	7.8	1%	50,375	1%
Automotive	27.3	5%	194,549	4%
Office/Professional	20.8	3%	358,832	7%
Institutional	24.1	4%	309,341	6%
Industrial				
Industrial (light manufacturing)	19.4	3%	116,408	2%
Industrial (heavy manufacturing)	1.6	0%	10,680	0%
Publicly Owned				
Government Owned	38.8	7%	39,172	1%
Utility	23.5	4%	32,325	1%
Vacant				
Vacant (total)	6.6	1%	15,369	0%
Vacant Building	11.4	2%	170,506	3%
Unknown	1.9	0%	24,880	1%
Total Net Land Area/Building Square Footage	**424**	**71%**	**4,885,502**	**100%**
Right of Way	172.5	29%	N/A	N/A
Total Gross Acres	**596.5**	**100%**	**N/A**	**N/A**

Source: The Arroyo Group, Heart of Norwalk Specific Plan-Existing Land Use and Parcel Analysis. June 3, 2022.

In addition, Specific Plan Areas 3, 4, 12, and 14 are located within the Plan Area, along Foster Road. Specific Plan Area 3 consists of several properties that include commercial uses and multi-family residential uses. Specific Plan Area 4 generally consists of multi-family residential uses. Specific Plan Area 12 is consolidated as one single property that is operating as a storage center. Specific Plan Area 14 is located along Firestone

Boulevard and currently consists of a multi-family apartment complex. The existing Specific Plan Areas will remain.

Surrounding Land Uses

The Plan Area is primarily surrounded by low density residential uses. There are general commercial uses located adjacent to the southwest corner of the Plan Area. Specific Plan Area 1 is located northeast of the Plan Area and includes a restaurant and movie theater. The area north of the Plan Area, across the I-5 freeway, is the Norwalk Civic Center/The Walk Specific Plan Area (SPA 16) which includes a mix of industrial, professional and office, institutional, and high-density residential uses.

Existing Transportation

According to the City's General Plan, San Antonio Drive, Pioneer Avenue, Imperial Highway, and Rosecrans Boulevard are classified as a Major Highway.[3] Currently, San Antonio Drive, Pioneer Avenue and Rosecrans Boulevard both operate with two-lanes in each direction that is divided by a raised median. Pedestrian facilities are limited to sidewalks and crosswalks, and there are no designated bicycle lanes. Imperial Highway operates with three-lanes in each direction; and pedestrian facilities are limited to sidewalks and crosswalks, and there are no designated bicycle lanes. The Norwalk-Santa Fe Springs Transportation Center/Metrolink Station is located approximately 0.88 miles northeast of the Plan Area at 12650 Imperial Highway. The Santa Ana Industrial Lead Rail Corridor, a segment of the Southern Pacific Railroad, also traverses the Plan Area from the northwest corner to the southeast corner. The northwest corner of the Plan Area is considered a Transit Priority Area due to a planned future Metro C Line station somewhere in the vicinity of Imperial Highway and Pioneer Boulevard.[4]

Existing Open Space

Currently, the only designated open space within the Plan Area is the Norwalk Arts and Sports Complex (Norwalk Park), located along the northeastern perimeter of the Plan Area at 13000 Clarkdale Avenue. The 13.3-acre Norwalk Park provides passive and active recreational opportunities, including a community center, open space, pickleball, basketball courts, and the Norwalk Aquatics Pavilion. The Sproul Museum, a preserved historic home, is also located within the Norwalk Park property at 12237 Sproul Street.

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3 City Norwalk, *Vision Norwalk, The City of Norwalk General Plan*, February 1996. Available online at: https://www.norwalk.org/home/showpublisheddocument/20041/636561304601230000, accessed March 4, 2024.

4 Southern California Association of Governments, *Local Data Exchange Process, Data/Map Book for the City of Norwalk*, May 2022. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/p0222-norwalk.pdf, accessed on May 30, 2024.

Other City Development

Brandywine Live/Work Project

Recently, the City approved a certificate of occupancy for the Brandywine Live/Work Project located on San Antonio Drive within the northern portion of the Plan Area. Prior to development, the site was occupied by a single-family home and two commercial buildings. The new three-story development includes 27 townhomes, 11 of which have live-work components on the bottom floor.

Norwalk Transit Village

The Norwalk Transit Village is proposed on the 32-acre former site of the publicly owned California Youth Authority Southern Correctional Facility, outside the Plan Area. The large scale development will include new commercial spaces, a 150 room hotel, 770 residential units (apartments and townhomes), open spaces, parks, and community spaces. Approximately 40 percent of the housing units are proposed to be income restricted for lower income households. The Norwalk Transit Village will be located near the Norwalk / Santa Fe Springs Metrolink Station.

The Walk

The Walk, entitled as the Norwalk Entertainment District, was approved by City Council in November 2022. The project is located on the publicly owned 13.2-acre site adjacent to Norwalk City Hall, at the intersection of Norwalk Boulevard and Imperial Highway. The site is located just north of the Plan Area. Upon completion, The Walk will consist of 350 residential units, 110,000 square feet of commercial uses, and public open space.

2.2 PROJECT BACKGROUND

On October 2, 2018, the City adopted an Economic Development Opportunities Plan (EDOP) to identify and prioritize strategic areas to promote economic development within the City based on demographic and retail market information. The EDOP identified 10 strategic areas. Of the 10 areas, the Firestone/San Antonio (2), Imperial/Pioneer (3), and Five Points (7), and Historic Front Street (8) nodes are located within the Plan Area. The EDOP identifies the Firestone/San Antonio node as an opportunity to create further blended use developments; the Imperial/Pioneer node as a business attraction for consumer serving uses;

and the Historic Front Street as a trendy, walkable district along Front Street with an emphasis on local artisans and local food/brewery options.[5]

Between December 2020 and March 2021, a community outreach campaign engaged approximately 5,300 residents and disseminated information to every household in the City through digital and print formats. The results of the community outreach identified that the majority of respondents favor integrating apartments and condominiums together with commercial uses in the Plan Area in order to provide additional housing options, particularly for young professionals who grew up in Norwalk and desire to stay in the community. At a minimum, the respondents accept having higher density residential and mixed uses as an appropriate trade-off for the kind of commercial amenities that are desired. The majority of the survey respondents and workshop participants expressed a desire to prioritize walking, biking and public space over traffic movement in the Plan Area. Respondents also indicated a strong desire for Front Street to be a focal area for local business and nightlife, preserving older buildings and the historic feel of the street, and possibly catering more to the younger population of Norwalk.

On July 6, 2021, the City Council adopted the Heart of Norwalk Vision Plan for the future of San Antonio Village and the Firestone Corridor. The Vision Plan sets the overall tone for how the Plan Area can grow while balancing place making and open spaces. In the summer of 2022, the City held informational booths during the Front Street Friday events. During these events, the community had the opportunity to share different uses that the community would like to see in the area. Front Street was identified as an area to be restored as a pedestrian-friendly gathering place, with storefronts on both sides of the street providing retail, restaurant, and entertainment offerings. The Vision Plan was used to guide the development of the Proposed Plan.

The Plan team evaluated land uses and structures in the Plan Area to determine the potential for opportunity sites, i.e., those sites that are mostly advantageous for redevelopment. The major corridors through the Plan Area are zoned for commercial use, yet they provide few markets, stores, restaurants and entertainment venues for residents. Some of the largest land uses in the commercial areas include automobile uses, shopping centers/small scale, multifamily uses / institutional /utility uses.

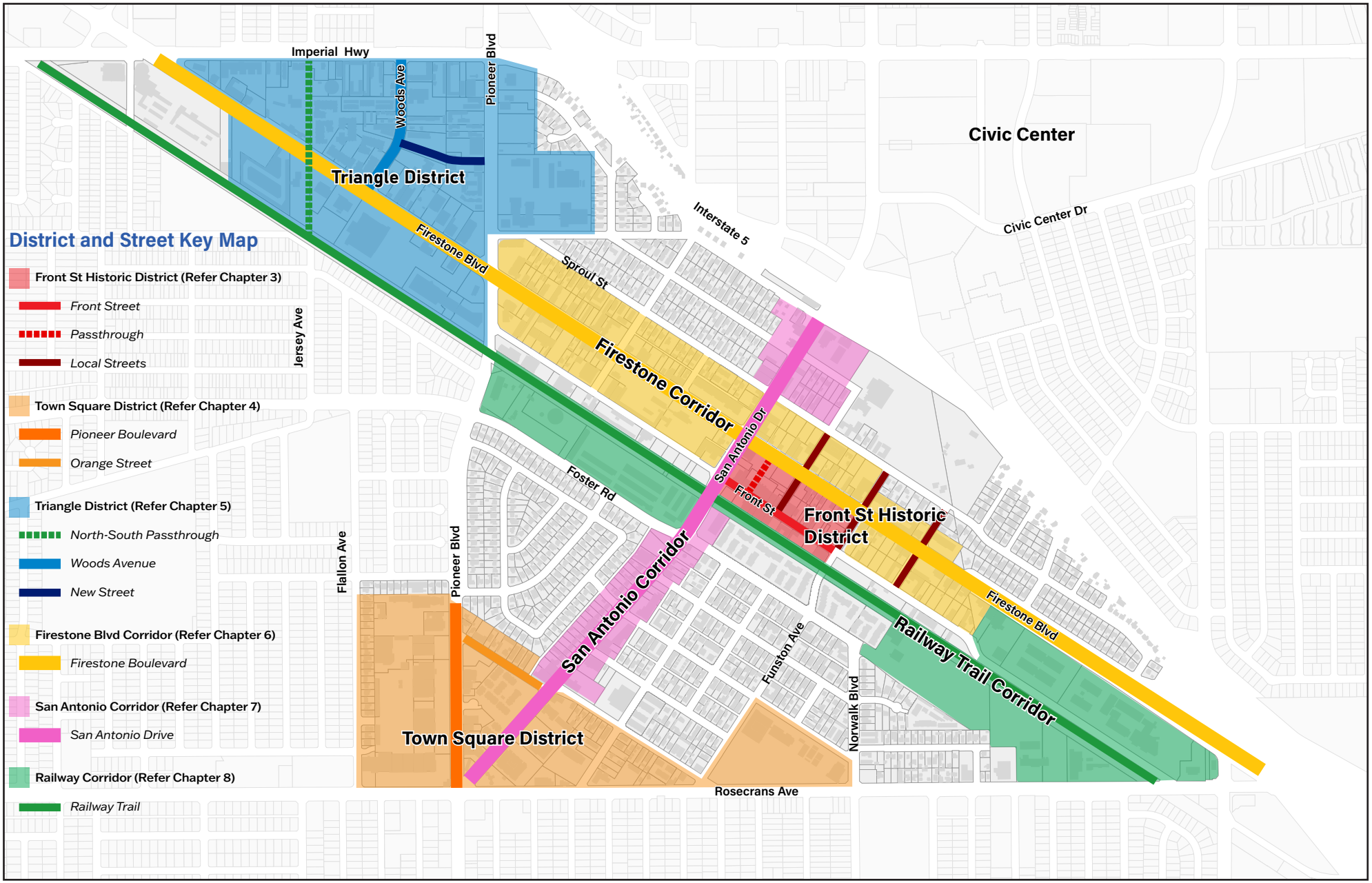
5 City of Norwalk, *Economic Development Opportunities Plan Update*, October 17, 2023. Available online at: https://www.norwalk.org/home/showpublisheddocument/28813/638346034348670000, accessed on March 29, 2024.

2.3 DESCRIPTION OF THE PROJECT

Pride in People is implemented through the creation of three unique, vibrant districts in the Heart of Norwalk: the Front Street Historic District, Town Square District, and Triangle District. These Districts are described below and shown in **Figure 2.0-5, Specific Plan Districts**.

Health and Wellness is implemented through the creation of green, livable and multimodal corridors along Firestone Boulevard, San Antonio Drive and Railway Corridors. In line with broader societal shifts and concerns intensified by declining life expectancies and the COVID-19 pandemic, Norwalk residents placed a high priority on health and wellness during community engagement forums. For instance, when provided an open query on Instagram about desired changes in Norwalk, the majority of responses highlighted the need for healthier food options, enhanced recreational facilities, and healthier transportation alternatives, such as exercise trails, streets reserved for community events, biking and walking, and a greater variety of grocery stores and dining options. Additionally, in surveys posing the statement, "Streets in the Heart of Norwalk should be designed for safe and comfortable walking and biking, even if it means reducing a traffic lane or lowering driving speeds," 63.6% of participants expressed agreement, while only 18.7% disagreed. Throughout these discussions, there was a clear demand for concepts that not only improve health and wellness but also offer additional benefits like beautification, community gathering spaces, and opportunities for small business growth. The plan builds on these concepts through the creation of spaces that encourage biking and walking.

Supportive Community is implemented through the land use regulations which encourage development to provide public benefits through the allocation of additional density and other development stand concessions to protect vulnerable populations. The purpose of these policies is to redirect the benefits of upzoning from current property owners to the public in order to fulfill needs not met by the market under general conditions. Survey results and workshop discussion revealed that community members wanted to ensure that equity was a fundamental consideration in the Plan, particularly to ensure that local residents would have access to the benefits created by the Plan, and that vulnerable renters would not be involuntarily displaced from the City.



SOURCE: City of Norwalk, 2025

FIGURE **2.0-5**

IMPACT SCIENCES

Specific Plan Districts

1335.007•04.25

Development Opportunity Reserve

The Heart of Norwalk Specific Plan establishes land use regulations which encourage development to provide public benefits through the allocation of additional density and other development standard concessions. The Development Opportunity Reserve program is a specialized land use tool that can be utilized in concert with the Specific Plan to assign density or other incentives where the objective is to reward a developer/investor for providing community benefits. Projects that meet City and community objectives may receive Development Opportunity Reserve incentives in exchange for implementing identified priority public improvements, such as infrastructure, parks, or public facilities. The Specific Plan envisions development capacity within the Plan Area to be approximately 759 units over the base (i.e., allowable density). These 759 units serve as the "bank" of units to be allocated for future development via the Development Opportunity Reserve or State Density Bonus Law. In areas designated for the Development Opportunity Reserve, projects may solicit rights to build units from the Reserve in exchange for benefits from the menu in the Proposed Plan (see Appendix A of the Specific Plan), such as affordable housing, publicly accessible open space, and discounted space for start- up local businesses. In higher-density areas outside the Development Opportunity Reserve, affordable housing is required (inclusionary zoning).

Proposed Plan Organization

The system of proposed districts in the Proposed Plan divides the 615-acre Heart of Norwalk area into walkable areas, no further than a ten-minute walk across, defined by unifying elements of use, public realm design and architectural character. Each of them constitutes a "place;" for this reason, the districts themselves may take on a larger significance for the public than the overall Heart of Norwalk area. The three districts described below complement the Civic Center/The Walk area, which after redevelopment will become both a civic location and a place for larger- scale dining, shopping and entertainment as well as housing.

The new zoning and land use within each district is the result of a combination of four pieces: permitted uses, density, height, and frontage/setback requirements. These four components are provided in the Proposed Plan for each parcel and dictate allowable uses in the same way traditional zoning works.

Front Street Historic District

Historically, the Front Street District included an approximately two-block area between the historic rail depot and San Antonio Drive; and functioned as a lively main street in the City of Norwalk. Today, several buildings within the area are vacant or are occupied with low-intensity, low-rent uses.

The Front Street Historic District is located in the center of the Plan Area and is located immediately west of Firestone Boulevard and east of the Southern Pacific Railroad. Under the Proposed Plan, the Front Street Historic District is intended to reinvigorate the now predominantly vacant and underutilized properties along Front Street. The Proposed Plan would allow the original rail station property to be redeveloped into a historic-themed public park, shared parking facility and/or catalytic development creating the endcap to Front Street. The proposed Front Street Historic District will restore and revitalize the existing one and two-story buildings along the Front Street while preserving the historic facades. For example, the Proposed Plan would allow for the historic Bank of Norwalk building to be preserved and revitalized into attractive stores or restaurants supported by extended sidewalk for outdoor dining. As such, residential uses would be prohibited along Front Street to preserve the Proposed Plan's vision of revitalizing the street. The streetscape of Front Street would be converted to provide pedestrian-priority. The corridor would also be rezoned and redesignated to allow for restaurants, nightlife, and entertainment uses. A new gateway sign would be implemented on Front Street just east of San Antonio Drive.

The zoning strategy for the Front Street Historic District is to revitalize Front Street to its dual roles as a historic main street and entertainment district. While no residential use is allowed on Front Street, much of Firestone Boulevard, San Antonio Drive, and the transitional neighborhoods adjacent to the Norwalk Arts and Sports Complex (some of which are outside the boundary of the Front Street Historic District), are zoned with densities of 60-80 du/ac in order to facilitate the evolution of this part of Norwalk into a vibrant, pedestrian-oriented district over time. San Antonio Boulevard between Orange Street and Foster Road would be zoned with a residential density of 40 dwelling units/acre (du/ac).

Height limitations within the Front Street Historic District would range from three to six stories (or a height between 40 feet and 75 feet). Three stories (40 feet) would be the maximum for buildings along San Antonio Drive and Front Street in keeping with its low-rise character and to contribute to the character district. Off Front Street, height limits are generally four stories. However, if new residential development uses provide affordable housing to qualify for a density a density bonus, they may opt for by-right to increase the height limit to a maximum of six stories.

District Design Guidelines

The Front Street Historic District design guidelines specify that the goal of the design standards is to preserve and enhance the historical shopfronts present in the District and encourage other parcels along the street to implement shopfronts that maintain the historic scale and character, activate the public realm, and celebrate the legacy of the City. Objective standards of the design guidelines for the Front Street Historic District include:

- Building facades on Front Street shall establish a minimum of 80% transparency between two feet and nine feet above sidewalk level
- Every façade shall incorporate a blockhead of between one and two feet above sidewalk level
- Shopfronts shall incorporate integral (non-painted on) brick as a primary wall material
- No new curb cuts shall be provided on Front Street.

These objective standards are additive to the standards of the "shopfront" frontage type detailed in Appendix A.15 of the Specific Plan.

Town Square District

The Norwalk Town Square is composed of the existing Norwalk Town Square located in the southwestern corner of the Plan Area, at the Five Points Intersection. The Norwalk Town Square was developed in 1951, and quickly became one of the most popular retail malls in the surrounding Gateway Cities area. The Norwalk Square sign designed by architect Stiles O. Clements remains a focal point of the area. Under the Proposed Plan, the Norwalk Town Square District would serve as an iconic district with a central public plaza that would function as a gathering space for the Norwalk community with a variety of shopping, open space, housing, and entertainment activities. A mix of uses, including multi-family residential, live/work and commercial uses, would be allowed in the Norwalk Town Square District. The Proposed Plan would implement guidelines that would reduce the size of the Five Points Intersection to ensure that the intersection is more pedestrian friendly. An example of a pedestrian friendly component of the Town Square District is the San Antonio Drive Linear Park, a park continuing the gateway plaza in a northeast direction along San Antonio Drive to Orange Street that will focus on trails and recreational amenities, such pickleball and shuffleboard as well as pedestrian/bike trails in addition to being a source of shaded, green open space in proximity to residential and mixed-use development. Furthermore, the Proposed Plan would implement design standards and guidelines to ensure that the existing historical signs are preserved and the focal point of the Norwalk Town Square.

Under the Proposed Plan, the proposed residential densities of buildings within the Town Square would be generally modest to promote residential development and help maintain the commercial emphasis of the district. The properties along San Antonio Drive and Orange Street would have a permitted residential density of 40 dwelling units to allow for residential and mixed uses. To allow for flexible residential and commercial uses, parcels located along Rosecrans Avenue to allow for flexible residential/commercial uses. The two large sites in the area which would need to undergo public processes for new development are the Norwalk Town Square and the Cesar Chavez Elementary School, the latter as a result of its public

ownership. The Specific Plan establishes a development opportunity reserve strategy for these two sites, whereby proponents have the option of pursuing a project in excess of the permitted density.

Under the Proposed Plan, permitted densities would range from 30 dwelling units per acre (du/ac) to 60 du/ac. Height limitations within the Town Square District would range from three to five stories. Three stories are the maximum for parcels along Pioneer Boulevard in keeping with its low-rise character and intimate commercial scale; four stories is permitted for a parcels along Rosecrans Avenue due to its much larger scale, and five stories is permitted in Town Square. However, if new residential development uses provide affordable housing to qualify for a density bonus, they may opt for by-right to increase the height limit to a maximum of five stories.

The Town Square District zoning and design guidelines acknowledge that while the Town Square District is primarily commercial, zoning regulations will be modified to allow mixed or residential uses as a driver of investment. While mixed-use zoning is applied generally along Pioneer Boulevard, Rosecrans Avenue, and San Antonio Drive, heights, densities, frontage types and commercial requirements vary to take into account the very different character of each street. The property owner of the Norwalk Town Square has indicated that wholesale redevelopment into the more urban-style development promoted in the Specific Plan is not on the horizon in the short term, but some incremental redevelopment concepts have been considered.

Triangle District

The Triangle District is located in the northwestern corner of the Plan Area along Firestone Boulevard. The Triangle District includes existing multi-family residential properties bound by Imperial Highway, Pioneer Boulevard, and Firestone Boulevard. A primary feature of the Triangle District is the mix of retail, office, residential, and commercial uses to reduce car ownership amongst residents and promote active transportation. Bus routes connect this District to the Metro C (Green) Line and Metrolink Stations. A potential C Line extension station is also under consideration for this District (although the exact location is unknown at this time). Due to its connectivity this District is an ideal location for creating a livable and pedestrian and bicycle friendly community. Under the Proposed Plan, the Triangle District would allow for more three-to-five story development without impacting existing residential.[6] Furthermore, the Proposed Plan would implement a new network of open spaces within and around this district that would

6 Five story developments may be permitted if new residential development uses provide affordable housing to qualify for a density a density bonus, with the exception of small areas adjacent to single-family residences east of Pioneer Boulevard.

allow for an open, sustainable, and pedestrian friendly environment. This network would allow for pedestrian-oriented paseos, greenways, and the proposed Norwalk Railway Path.

Under the Proposed Plan, the majority of properties within the Triangle District would be permitted base residential density of 30 du/ac. However, all properties are eligible for use of the Development Opportunity Reserve, allowing higher density in exchange for public benefits through a development agreement. Height limits in the Triangle District are anticipated to be 4 stories/55 feet or 5 stories / 65 feet with density bonus concession.

The framework plan for the Triangle District takes advantage of the numerous development opportunity sites and oversized roadways in the area to build out a complete community, mixing single- and multifamily residences, stores, and restaurants to meet daily needs, a variety of open spaces, and a network of multimodal transportation. Streetscapes and open space within the district include, but are not limited to, Firestone Boulevard, the Transit/District Center Plaza, and the Northgate Market Side linear park. Within the Triangle District, Firestone Boulevard is envisioned as a green, livable, and multimodal boulevard that features separated bike lanes, planted medians, and pedestrian crossings at intersections with passthroughs and open spaces. The Transit/District Center Plaza would integrate a future underground Metro C Line extension and establish a district center plaza at the southwest corner of Firestone Boulevard and Woods Avenue, with a linear park connecting to the Northgate Market shopping center, with the park serving as a flexible plaza for market spill-out space and food trucks.

Firestone Corridor

Firestone Boulevard is Norwalk's oldest major commercial thoroughfare and runs northwest to southeast across the City, intersecting the City's existing street grid pattern. The boulevard is characterized by numerous smaller commercial and industrial establishments, many of which suffer from neglect and lack significant customer traffic. The boulevard has seen limited investment since the 1980s. Because Firestone Boulevard has lower traffic volumes than Imperial Highway and Rosecrans Avenue, it offers an opportunity to reduce its emphasis on vehicular capacity and instead focus on creating a pedestrian friendly boulevard with a blend of residential, retail, and office spaces. Two significant enhancements are proposed on the Firestone Corridor, the installation of a distinctive median and the establishment of a consistent, secure bicycle facility that mirrors the envisions Railway corridor. Firestone Boulevard will feature a dedicated and uninterrupted bicycle lane. This infrastructure will offer a sustainable mode of transportation, linking the Triangle District and Front Street Historic District within a brief 10-minute ride. Implementing these two strategies across Firestone Boulevard will trigger a decrease in the number of traffic lanes in the segment from Pioneer Boulevard to Bloomfield Avenue.

The zoning along the Firestone Corridor is mostly flexible, allowing residential, commercial and mixed uses. A small area along Front Street between Pioneer Boulevard and San Antonio Drive will additionally allow light industrial uses. The goal is to incentivize development and recycling of older, poorly-maintained and underutilized properties by limiting the restrictions placed on development in this area. Densities are highest in the Front Street Historic District and at the center of the Triangle District; in other areas permitted densities are set at 40 dwelling units per acre and height limits at 3-4 stories.

San Antonio Corridor

San Antonio Drive is among the most charming corridors in the Plan Area and offers several key features including tall pine trees in the median, vertical landmarks such as the City water tower, First Baptist Church steeple, and Norwalk Town Square sign, distinct character segments including a mix of commercial, residential and neighborhood commercial districts, and pedestrian friendly character with older neighborhood commercial establishments, churches and residential areas. The vision for this corridor is to link three key locations: the Civic Center/future "The Walk" mixed use development, the Front Street Historic District and the Town Square District. To achieve this vision, portions of San Antonio will be narrowed, enabling bike lanes, pedestrian crossings and new people focused areas such as parks. From Orange Street to Foster Street, the roadway will be reduced from two lanes in each direction to one lane in each direction and a buffered bicycle lane.

Although most of the development anticipated on the corridor will be residential in nature, areas with requirements for small commercial spaces are dotted along the corridor, with a relationship to planned open spaces. The San Antonio Corridor today contains a mix of single-family residential, multi-family residential and neighborhood commercial uses. The proposed use regulations retain this flexibility. However, a small amount of active commercial uses is required at key street corners.

The different segments of the San Antonio Corridor are given different densities. The properties along segment 2 (Orange Street to Foster Road) are zoned at 40 dwelling units per acre, while the properties along the segment between Sproul Street and the I-5 freeway are zoned at 60 dwelling units per acre. The small size of properties makes large projects that might pursue complicated discretionary reviews unlikely; for this reason, the Development Opportunity Reserve is not used.

Height limits in Segment 2 (Orange Street to Foster Road) area are limited to three stories, or four stories over 75 percent of the building footprint with density bonus concession. Projects which are four or more stories tall are encouraged to step back the fourth story from San Antonio Drive, and/or from the rear alley that backs up to single-family homes in the case of the west side of the street. In the northern segment,

height limits are more permissive, responding to the wider street, greater traffic and opportunities for freeway visibility.

Norwalk Railway Trail Corridor

The Norwalk Railway Trail Corridor responds most fully to Norwalk residents' stated desire for spaces for exercise. The trail will take one unused portion of the Southern Pacific railroad right-of-way and repurpose it or a three-mile jogging and bicycling path separated from streets and from the adjacent railway, with greenery and public art along its length, and providing connectivity to the Triangle and Front Street Districts. Properties adjacent to the railway trail, which are mostly large in size, are zoned for moderate-density residential uses and/or commercial uses such as office buildings and hotels.

2.4 DEVELOPMENT CAPACITY OF THE PROPOSED PLAN

For purposes of the development capacity, the Plan team assumed to be considered for redevelopment the sites needed to meet the following criteria:

- Poor building condition or an improvement value to total value ratio of 40 percent or less
- At least 0.5 acre in size or can be combined with neighboring site(s) to create a 0.5-acre site

Forty-six sites met these criteria and were used to determine the anticipated buildout of the Specific Plan. The overall development potential allowed under the Proposed Plan is summarized below in **Table 2.0-2, Proposed Plan Development Capacity**. For the purpose of analysis in this EIR, the total development potential resulting from implementation of the zone changes are analyzed.

Table 2.0-2
Proposed Plan Development Capacity

Land Use Category	Existing Conditions	Proposed Plan (2040)	Future With Plan
Residential (units)	3,134 units	3,087 units	6,218 units
Residential (square footage)	2,299,078 square feet	2,285,418 square feet	4,584,496 square feet
Commercial (square footage)	1,513,737 square feet	-275,747 square feet	1,237,990 square feet
Industrial (square footage)	290,388 square feet	-18,310 square feet	272,078 square feet
Institutional (square footage)	360,341 square feet	-53,011 square feet	307,330 square feet

Source: The Arroyo Group, 2024 (assumes that each new housing unit is 887 gross square feet)

As shown in **Table 2.0-2**, the net development by 2040 is anticipated to be:

- 3,087 residential units and a net increase of 2,285,418 square feet of residential development;
- 275,747 square feet reduction in commercial uses;
- 18,310 square feet reduction in industrial uses; and
- 53,011 square feet of reduction in institutional uses.

It should be noted that although overall there will be a decrease in non-residential square footage, the Plan does assume 173,250 square feet of new commercial development will be constructed over the course of the planning horizon. This could be in the form of mixed-use development in one of the residential districts or new commercial development in the Front Street Historic District or other commercial corridors. However, overall, there would be a net reduction in non-residential square footage as the existing commercial, industrial and institutional uses are replaced with new uses.

TRANSPORTATION AND CIRCULATION

Transit Network

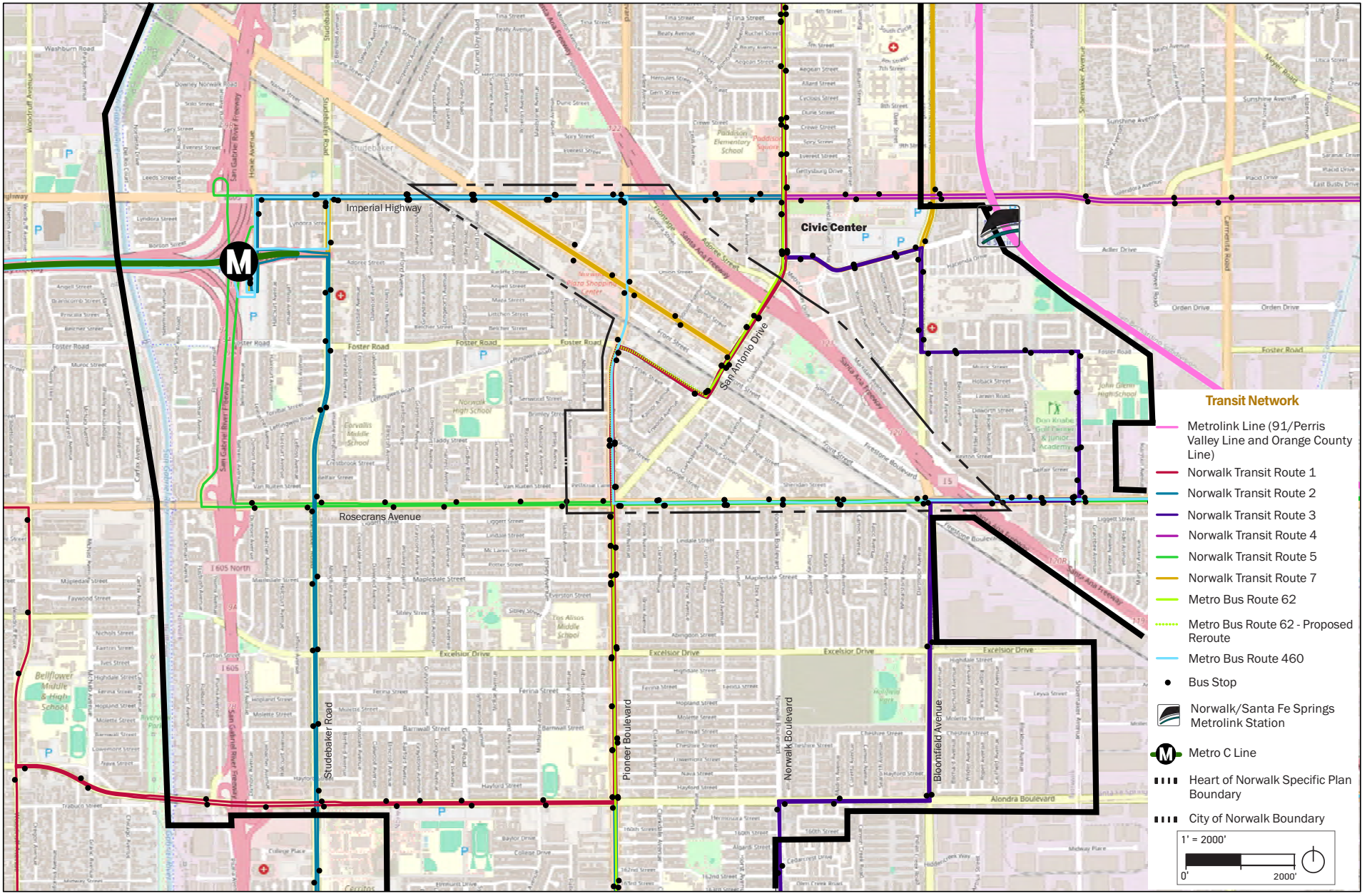
The Proposed Plan is intended as a community that prioritizes use of sustainable modes of transportation, including walking and biking and also public transit. While not currently located along a fixed route transit system, the Plan Area is proximate to the Metro C Line Norwalk Station and the Metrolink Norwalk/Santa Fe Springs Station, which serves the Orange County Line and 91-Perris Valley Line.

The City operates Norwalk Transit, which provides service to the surrounding communities of Whittier, Bellflower and La Mirada and many routes run through the Plan Area. Metro also operates buses along San Antonio Drive and Imperial Highway within the Plan Area.

Metro's C Line extension is also planned for the City although the exact location of the station is unknown at this time. Two potential subterranean alignments would accommodate stations in the vicinity of Firestone Boulevard and Woods Avenue, which is the center of the Triangle District. Other potential alignments include stations along Imperial Highway. The transit network is shown in **Figure 2.0-6, Transit Network**.

Roadway Network

The Proposed Plan circulation network continues to maintain the traffic-carrying role of the N-S-E-W-oriented roads within the area: Imperial Highway, Rosecrans Avenue and Pioneer Boulevard. The circulation network is shown in **Figure 2.0-7, Circulation Network**.



SOURCE: The Arroyo Group, 2024

FIGURE **2.0-6**

Transit Network

IMPACT SCIENCES

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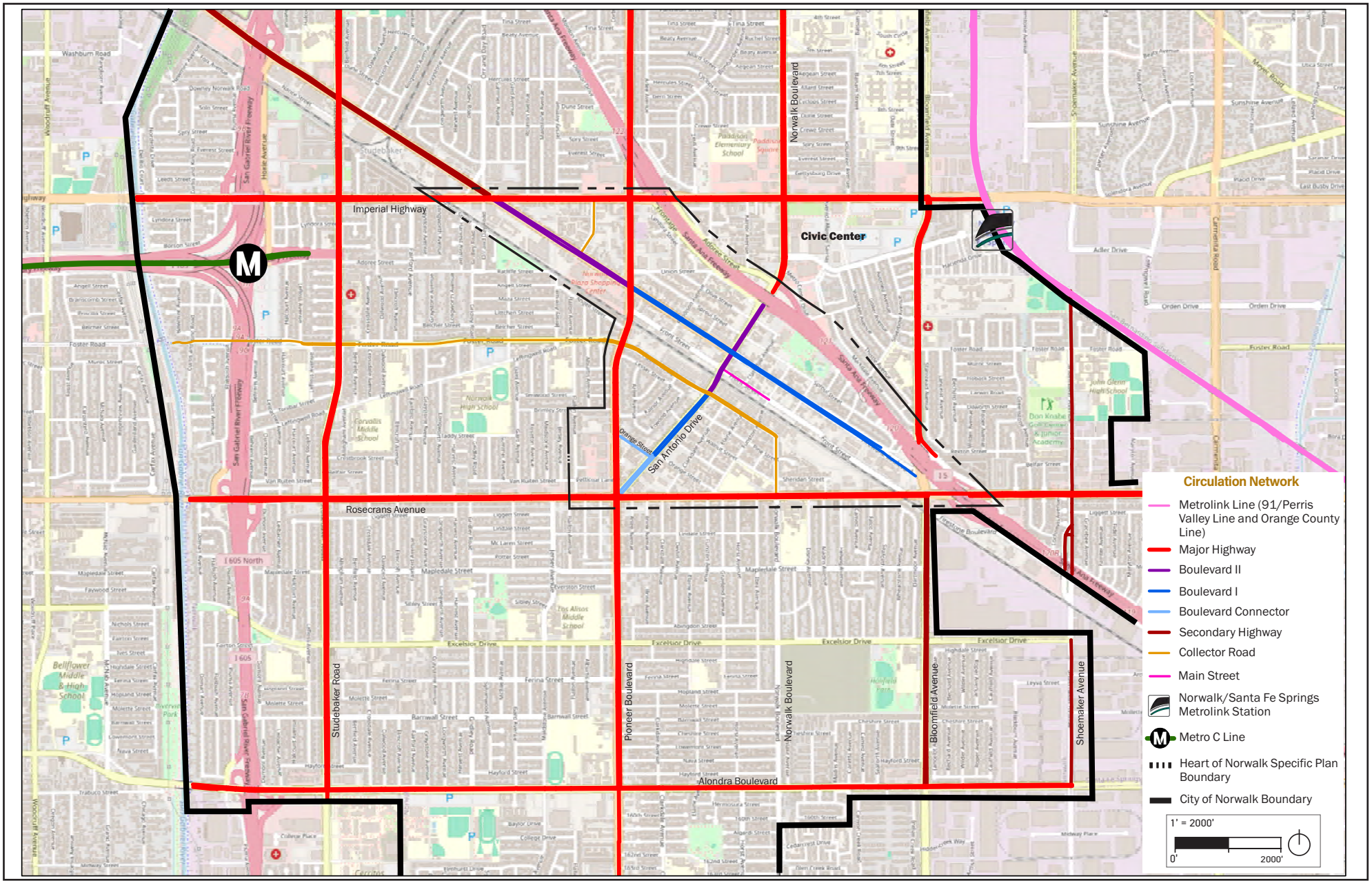

SOURCE: The Arroyo Group, 2024

FIGURE **2.0-7**

Circulation Network

IMPACT SCIENCES

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The following roadway types are located with the Plan Area:

Freeway. I-5 runs at one edge of the project area. The freeway has one carpool lane and four general purpose lanes in each direction and is managed by Caltrans. The area is primarily served by a set of entrances and exits linked with frontage roads providing access to Imperial Highway and Norwalk Boulevard/San Antonio Drive; the Rosecrans Avenue interchange also provides access to the southern portion of the area. I-605 and I-105 are also close to the Plan Area.

Major Highway. As defined in the Norwalk General Plan Circulation Element, Major Highways are five or six-lane divided roadways with a right-of-way of 100 feet and curb-to-curb width of approximately 80 feet. Imperial Highway, Rosecrans Avenue and Pioneer Boulevard all meet these criteria and would continue to under buildout of the Specific Plan.

Boulevard II. This new category refers to roadways with two lanes in each direction, a continuous median with left turn lanes, and complete streets elements including protected bikeways and signalized pedestrian

crossings. While technically meeting the definition of a Major Highway with at least 100′ ROW, these roadways are intended to have lower speeds and accommodate pedestrian-friendly retail and residential uses along each side than the roadways mentioned above. Portions of San Antonio Drive and Firestone Boulevard with higher traffic volumes are classified as Boulevard II.

Boulevard I. This category refers to other segments of 100′ ROW boulevards which have only one through lane in each direction, along with medians, left turn lanes, bikeways, signalized and unsignalized pedestrian crossings, and on-street parking. Traffic volumes along boulevard I segments are intended to be below 20,000 ADT, and speeds should be lower than in Boulevard II or Major Highway roadways. Portions of San Antonio Drive and Firestone Boulevard with lower traffic volumes are classified as Boulevard I.

Boulevard Connector. This category refers to streets which connect the southern end of San Antonio Drive to the Five Points intersection. This designation is required by the creation of the linear park replacing the southbound segment of San Antonio Drive between Orange Avenue and the Five Points intersection (see Chapter 4). Streets can be one-way or two-way, but are limited to a single lane in each direction of travel, with volumes less than 10,000 ADT. Roadway design varies but appropriate width for emergency vehicle access must be maintained. The roadways which meet these criteria are Orange Avenue and the northbound segment of San Antonio Drive south of Orange Avenue

Secondary Highway. Secondary highways within the Plan area are two to three lanes, with target ADTs under 10,000, and right of way of approximately 80′. Collector roadways distribute traffic between local

streets, major arterials, and boulevards. They also play an important connecting role in the bicycle network. Foster Road and Woods Avenue meet this definition.

Main Street. This new category is developed for Front Street and is for streets with very low ADTs and speeds, but a high level of pedestrian traffic and placemaking. As described in the Proposed Plan Front Street is intended to be designed with one-way traffic, diagonal parking and widened sidewalks.

Local. Local roadways provide access to abutting land uses and should be hospitable for all modes of transportation. Traffic calming devices can be used where necessary to keep speeds at a level that allows for safe mixing of transportation modes. Right-of-way widths vary from 45' to approximately 60'. One new local roadway is proposed connecting Woods Avenue with Pioneer Boulevard south of Imperial Highway; this roadway has a ROW of 60' with 38' curb-to-curb.

Bicycle Network

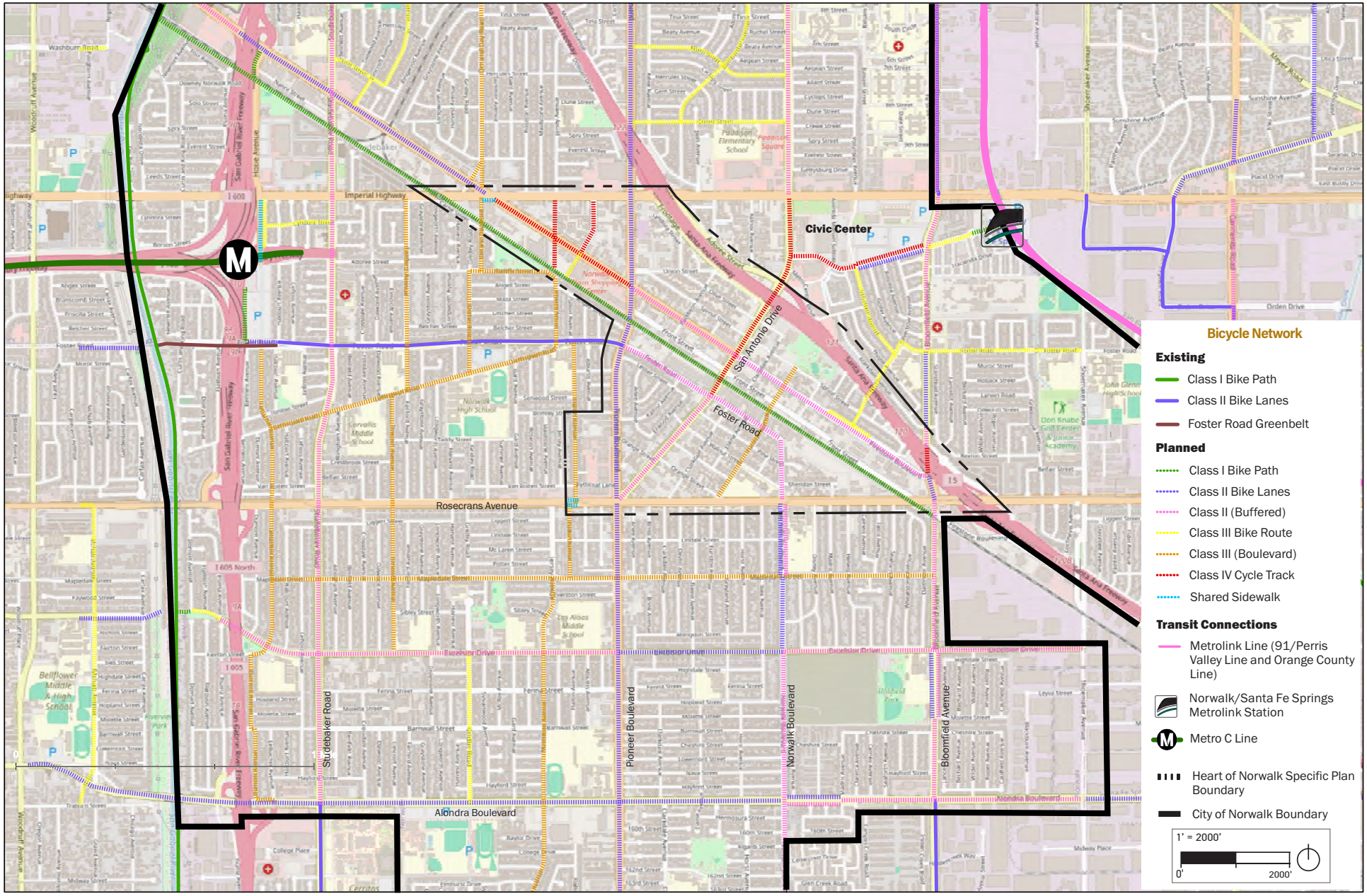
The short distance between districts are well suited for bicycle trips. Moreover, the distance to the Metro C Line Station are less than two miles, an approximately 10-minute bicycle ride. Caltrans classifies bicycle facilities into four categories, all present in the Heart of Norwalk's bicycle network map on the next page, forming a robust network providing strong connections between all areas. The design intent is to create low-stress bikeways accessible to everyone, encouraging those concerned about road safety to opt for biking over driving. This involves offering high levels of protection, with various facilities categorized accordingly:

- Local street: Class III
- Collector street: Class II
- Boulevard II: Buffered Class II
- Boulevard I: Class IV
- Major Highway: not recommended for on-street

The existing and proposed bicycle network is provided in **Figure 2.0-8, Existing and Proposed Plan Bicycle Network**.

Planned Transportation Improvements

As described above, many of the key roadways are targeted for various roadway improvements based on the theme and vision of the Plan. The specific roadway improvements planned for these corridors is described below.



SOURCE: The Arroyo Group, 2024

FIGURE **2.0-8**

IMPACT SCIENCES

Existing and Proposed Bicycle Network

1335.007•08.24

Front Street Promenade

The Proposed Plan would reconfigure Front Street as a one-way eastbound road that prioritizes pedestrian safety and diverts traffic to Firestone Boulevard. This would allow Front Street to become a pedestrian-friendly gathering place with storefronts on both sides of the street providing retail and entertainment uses. The reduction in travel lane would allow for the inclusion of diagonal parking on the south side of the street and a continuous row of street trees on the north side, with opportunities for extending outdoor dining areas beyond the present curb into the street area. The Front Street Promenade would include a mid-block passthrough that would provide opportunities for outdoor dining and placemaking with tabled roadway crossing to prioritize pedestrian right-of-way and provide traffic calming. The Front Street Promenade would also implement a designated sidewalk pedestrian zone that will allow for primary walking and passage activity. The promenade will also have shortened pedestrian crossings, extended median curbing, raised roadway crossings, and new curb extensions.

San Antonio Corridor

The Proposed Plan would implement physical improvements to San Antonio Drive along its length through the Plan area. Improvements would include the following:

- Shortened pedestrian crossings with enhanced visibility improvements to prioritize pedestrian right-of-way and safety.
- New protected and double buffered bike lanes linking to connections to the Metro C Line and Metrolink stations.
- New curb extensions and bulb-out islands to expand usable pedestrian streetscape spaces, provide new landscape greening and tree planting opportunities and protect on-street parking
- New street trees retrofit within existing sidewalks.
- Extended median curbing and enhanced median landscape to help narrow corridor, slow traffic, and provide district identity.
- Replace street parking with new parkway tree planting and greening adjacent to multi-family residential and other land uses that have sufficient on-site parking.

The Proposed Plan would also implement a linear park along San Antonio Drive to provide open space and recreational opportunities. The linear park would be equipped with outdoor amenities, such as a

community garden, a recreational lawn, playgrounds, and shuffleboard and pickleball courts. Southbound traffic would be diverted to Orange Street and Pioneer Avenue to reach the Five Points intersection.

Firestone Boulevard Corridor

Under the Proposed Plan, Firestone Boulevard would remain as a major arterial roadway for the Plan Area. In addition, the Proposed Plan would implement design guidelines and standards that would improve the corridor for pedestrians, bicyclists, and motorists. These improvements would include the following:

- Shortened pedestrian crossings with enhanced visibility improvements to prioritize pedestrian right-of-way and safety.
- New dedicated bike lanes that would connect to popular areas within the City, such as the Front Street Historic District and Triangle District, and connect to the larger network.
- Extended median curbing and enhanced median landscape to help narrow corridor, slow traffic, and provide district identity.
- Remove one travel lane in each direction south of Pioneer Boulevard where there are lower traffic volumes.
- New curb extensions and curb bulb-out to expand usable pedestrian streetscape spaces and provide new landscape greening and tree planting opportunities.
- Redevelop the entire roadway into a "green urban" boulevard that supports new residential and commercial development. Proposed changes would include planting new sidewalk trees and adding new bike lanes.

Norwalk Railway Path

The Proposed Plan will transform the existing underutilized Southern Pacific Railroad corridor into a new east-west recreational greenway to connect the City's parks, open spaces, and town centers. The greenway would be accessible for pedestrians and bicyclists and would exist alongside the freight railway.

2.6 PROJECT OBJECTIVES

CEQA requires that an environmental impact report include a statement of the objectives sought by a proposed project (Section 15124[b] of the *State CEQA Guidelines*). The Proposed Plan includes the following objectives:

Objective 1: Create and unique places that preserve and represent Norwalk's history, express Norwalk's culture and foment the growth of higher-quality and local businesses that serve the community.

Objective 2: Improve community health and wellness by designing streets, paths and public spaces to prioritize walking, biking and other active modes of transportation.

Objective 3: Support the strengthening of communal bonds by creating open spaces for gathering and improving access to community facilities and affordable housing.

Objective 4: Increase the availability of a variety of housing types to meet the existing and future needs of Norwalk residents.

Objective 5: Transform the built environment of the Heart of Norwalk into a sustainable, livable and people-centered area.

2.7 PROJECT SUMMARY

2.7.1 Programmatic EIR

The Proposed Plan would provide regulatory guidance and standards for future development in the Plan Area. Implementation of the Proposed Plan would result in the future conversion of existing underutilized buildings in the Plan Area to active commercial mixed-use, while also preserving existing historical buildings and resources.

Approach to CEQA Analysis

This program EIR approaches the environmental analysis based on the overall development pattern and character described above. As a program EIR, this report describes the potential impacts that could result from the implementation of the Proposed Plan. While the Proposed Plan has a plan year of 2055, for the purpose of the analysis contained within this EIR, buildout of the Proposed Plan is anticipated to occur over the next 16 years, through 2040. The earlier buildout date provides a more conservative analysis of the Proposed Plan's potential impacts. Subsequent projects that are within the development envelope considered in this Program EIR may not be subject to additional environmental review or to a more limited environmental review. See **Chapter 1.0, Introduction,** for a discussion of the CEQA process.

Section 15126.2 of the *State CEQA Guidelines* requires EIRs to focus on the significant "direct and indirect" and "short-term and long-term" effects of a project. Although the exact nature of Plan Area development through 2040 is not known, development forecasts have been developed based on reasonably expected

development to provide a basis for analysis of the Proposed Plan's environmental impacts. The actual rate and amount of development will depend upon market conditions and regulatory processes.

As shown in **Table 2.0-3, Population, Housing, and Jobs Projections Without the Proposed Plan**, the City of Norwalk's population and number of households are expected to remain the same in 2040 without implementation of the Proposed Plan. The Southern California Association of Governments (SCAG) does project a slight increase in the number of employees. The number of employees is projected to increase from 27,294 in 2023 to 28,755 in 2040, a five percent increase.

Table 2.0-3
Population, Housing, and Jobs Projections Without the Proposed Plan

	2023		2040		2023-2040 Growth	
	City of Norwalk	LA County	City of Norwalk	LA County	City of Norwalk	LA County
Population	103,303	10,142,734	104,230	10,574,920	0.9% (927)	4% (432,186)
Housing	27,703	3,492,584	28,232	4,077,817	2% (529)	17% (585,233)
Employment	27,294	5,086,406	28,755	5,460,246	6% (1,461)	8% (437,001)

Notes:
1. Housing=Housing units
2. SCAG population, housing, and employment projections have been projected linearly to determine 2023 and 2040 conditions
Source:
Southern California Association of Governments, Connect SoCal: Demographics and Growth Forecast, 2024. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-connect-socal-2024-demographics-growth-forecast-draft-110223.pdf?1698263165, accessed May 28,2024.

Implementation of the Proposed Plan could add approximately 10,949 residents to the Plan Area,[7] the City of Norwalk, and County of Los Angeles. **Table 2.0-4, Population Housing, and Employment Changes Associated with the Plan,** shows details on how the Proposed Plan could increase housing units and population while decreasing employment in the City and County.

7 State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021-2024*. Available online athttps://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/,, accessed August 21, 2024.

Table 2.0-4
Population, Housing and Employment Changes Associated with the Proposed Plan

	Plan Area[1]	City of Norwalk[2]	Los Angeles County[3]
Population			
Existing (2023)	10,887	103,303	10,142,734
Proposed (2040)	10,949	10,949	10,949
New Total	21,836	114,252	10,153,683
Housing			
Existing (2023)	3,184	27,703	3,492,584
Proposed (2040)	3,087	3,087	3,087
New Total	6,271	30,790	3,495,671
Employees			
Existing (2023)	1,374[3]	27,294	5,086,406
Proposed (2040)	-265	-265	-265
New Total	1,109	27,029	5,086,141

Notes
1. *Proposed population was calculated based on the City's average household size of 3.55.*
2. *Implementation of the Proposed Plan would result in the demolition of 3 existing residential units.*
3. *Total number of employees were calculated using the median square feet per worker for commercial (1,232), industrial (2,400), and institutional uses.*

Source:
Southern California Association of Governments. 2024. Connect SoCal: Demographics and Growth Forecast. https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-connect-socal-2024-demographics-growth-forecast-draft-110223.pdf?1698263165 accessed May 28,2024.
U.S. Energy Information Administration. Table B2. Summary table: total and medians of floorspace, number of workers, and hours of operation, 2018. https://www.eia.gov/consumption/commercial/data/2018/bc/html/b2.php, accessed July 18, 2024.

2.8 INTENDED USES OF THE PEIR

This PEIR will serve as the primary source of environmental information for the actions and approvals associated with the City of Norwalk General Plan, Zoning Code, and Specific Plan. In accordance with Section 21002.1 of CEQA, the purpose of this PEIR is to provide the City, serving as the lead agency, information on: the potentially significant environmental impacts that would result from implementation of the Proposed Plan; alternatives to the Proposed Plan; and mitigation measures, which may reduce or avoid any significant effects. This PEIR will also be used as an information document by other public agencies, in connection with any approvals or permits necessary for the Proposed Plan.

The EIR is intended to serve as a PEIR, as defined in Section 15168 of the *State CEQA Guidelines*, for use by the City as lead agency and by responsible agencies as needed. The PEIR will evaluate the broad-scale

impacts of the Proposed Plan's regulations and may evaluate project-level impacts where more detail is available at this time. PEIRs are typically prepared for public policy programs such as a general plan or new zones; for a series of related actions that can be characterized as one large project; or for large-scale, multi-phase development projects such as specific plans. In a PEIR, CEQA allows the general analysis of broad environmental effects of the program, with the acknowledgement that subsequent, project-specific environmental review may be required for aspects or portions of the program at the time of project implementation, in accordance with Section 15162 of the *State CEQA Guidelines*. The PEIR would serve as the first-tier environmental analysis. The PEIR can be incorporated by reference into subsequently prepared environmental documentation to address issues such as cumulative impacts and growth-inducing impacts, allowing the subsequent documents to focus on new or site-specific impacts pursuant to Section 15168(d) of the *CEQA Guidelines*. To assess the potential broad-scale environmental impacts that may result from implementation of the Proposed Plan, development assumptions have been made at this time and are described in the above sections.

Development projects resulting from implementation of the Proposed Plan would require subsequent approvals and permits, including, in some cases, additional CEQA review.

2.9 REVIEWS AND APPROVALS

To be approved and implemented, the Proposed Plan requires approval of the following actions by the City:

- Zone Change for the Plan Area, and
- Amendments to the Norwalk General Plan.

This PEIR may be used by various governmental decision-makers for discretionary permits and actions that are necessary or may be requested in connection with implementation of future development projects pursuant to the Proposed Plan. The State or local agencies that may rely upon the information contained in this PEIR when considering approval of permits may include, but are not limited to, the following:

- South Coast Air Quality Management District (point source emissions permits);
- California Regional Water Quality Control Board (National Pollutant Discharge Elimination System [NPDES] permit); and
- State Water Resources Control Board (General Construction Activity Stormwater Permit).

2.10 REFERENCES

The Arroyo Group. *Heart of Norwalk Specific Plan-Existing Land use and Parcel Analysis.* June 3,2022.

City of Norwalk. *Vision Norwalk, City of Norwalk General Plan*. 1996. Available online at: https://www.norwalk.org/home/showpublisheddocument/20041/636561304601230000, accessed March 6, 2024.

City of Norwalk. *Economic Development Opportunities Plan Update.* October 17, 2023. Available online at: https://www.norwalk.org/home/showpublisheddocument/28813/638346034348670000, accessed on March 29, 2024.

City of Norwalk. "General Info & Statistics." Available online at: https://www.norwalk.org/about-us/general-info-statistics, accessed March 1, 2024.

Los Angeles County Office of the Assessor. "Property Assessment Information System." Available online at: https://maps.assessor.lacounty.gov/m/, accessed April 11, 2024.

Southern California Association of Governments. *Local Data Exchange Process, Data/Map Book for the City of Norwalk*. May 2022. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/p0222-norwalk.pdf, accessed on May 30, 2024.

State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021-2024*. Available online at: https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/, accessed August 21, 2024.

3.0 ENVIRONMENTAL IMPACT ANALYSIS

INTRODUCTION

This section of the Environmental Impact Report (EIR) evaluates the potential of the Heart of Norwalk Specific Plan (Proposed Plan) to result in significant impacts to the environment. This section provides a full scope of environmental analysis in conformance with the California Environmental Quality Act Guidelines (State CEQA Guidelines).

3.0.1 SCOPE OF THE ENVIRONMENTAL IMPACT ANALYSIS

In accordance with Section 15126 of the *State CEQA Guideline*s, **Chapter 3.0, Environmental Impact Analysis,** of this EIR provides an analysis of the direct, indirect, plan and cumulative environmental effects of future development that complies with the Proposed Plan with respect to existing conditions at the time the Notice of Preparation (NOP) was published (**Appendix 1.0-1**). The determination of whether an impact is significant has been made based on the physical conditions established at the time the NOP was published (*State CEQA Guidelines*, Section 15125(a)). The Proposed Plan is evaluated in the EIR at a programmatic level, in accordance with *State CEQA Guidelines*, Section 15168. As previously stated in **Chapter 1.0**, **Introduction**, the EIR analysis is not intended to focus on the site-specific construction and operation details of each future development within the Plan Area. Rather, this EIR serves as a first-tier environmental document that focuses on the effects of implementing the overall Proposed Plan to provide a comprehensive document that addresses environmental concerns of the overall effects of buildout of the Proposed Plan.

The following environmental resources are assessed in this chapter in accordance with Appendix G of the *State CEQA Guidelines*:

- Aesthetics
- Air Quality
- Cultural, Tribal Cultura, and Paleontological Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Population and Housing
- Public Services and Recreation
- Transportation and Traffic
- Utilities and Services Systems (including Energy)

Approach to Environmental Analysis

Sections 3.1 through **3.12** of this EIR contain discussions of the environmental setting, regulatory framework, and potential impacts related to construction and operation of future development that is in

accordance with the Proposed Plan. The environmental evaluation includes a specific plan analysis (i.e., Proposed Plan) and a cumulative analysis. If potential significant impacts are identified, feasible mitigation measures are recommended. The analysis also includes a level of impact after the implementation of mitigation measures.

The Proposed Plan analysis evaluates future demolition, construction and operational activities associated with the proposed zone changes and General Plan amendments. The analysis also takes into account the various development standards and regulations that are included within the Plan Area. A detailed discussion of the development standards is included in **Chapter 2.0, Project Description**.

The cumulative analysis was prepared in accordance with Section 15130 of the *State CEQA Guidelines* that requires an EIR to discuss cumulative impacts of the Proposed Plan when the incremental effects of the Proposed Plan are cumulatively considerable. Cumulative impacts are defined as an impact that is created as a result of the combination of the Proposed Plan evaluated in this EIR together with other projects causing related impacts. Cumulatively considerable means that the incremental effects of the Proposed Plan are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. According to Section 15130(b) of the *State CEQA Guidelines,* elements considered necessary to provide an adequate discussion of cumulative impacts of a project include either:

(1) list of past, present, and probable future projects producing related or cumulative impacts; or

(2) a summary of projection contained in an adopted General Plan or related planning document which is designed to evaluate regional or area-wide conditions.

The cumulative analysis discussed in this EIR is provided within each technical section in **Chapter 3.0**. The geographic context for the cumulative analysis is specified for each environmental issue addressed in each section. Unless otherwise identified in the environmental issue addressed in this Chapter, a summary of projections contained in the Southern California Association of Governments *2024 Connect SoCal Regional Transportation Plan / Sustainable Communities Strategy* (2024 *SCAG RTP/SCS*) was used to assess potential environmental effects. These forecasts provide the anticipated planned population, housing, and employment growth in the region for 2019 - 2040. **Table 3.0-1, Cumulative Growth Projections for the City of Norwalk,** includes the forecast for Norwalk.

Table 3.0-1
Cumulative Growth Projections for the City of Norwalk

Year	Population (Persons)	Households	Employment (Jobs)
2019	103,200	27,600	27,100
2040	104,230	27,703	27,294

Source: SCAG Final Connect SoCal Demographics and Growth Forecast Technical Report, April 4, 2024
https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579
Note: A compound annual growth rate was used to project SCAG population, housing, and employment numbers to estimate 2040 conditions.

The cumulative analysis included an evaluation of the combined effect of the Proposed Plan along with future growth in accordance with the projections provided in **Table 3.0-1**. In addition, if the combined cumulative effect is significant then a discussion of the Proposed Plan's contribution to the significant cumulative effect is provided. If the Proposed Plan's contribution is determined to be less than cumulatively considerable then the Proposed Plan would have a less than significant cumulative impact. Although not required, the cumulative analysis also evaluated the Proposed Plan's contribution to a less than significant cumulative effect. This determination consistently found that the Proposed Plan's contribution to a less than significant cumulative effect would be less than cumulatively considerable.

The analysis in this Chapter also includes the recommendation of mitigation measures to be implemented by the Proposed Plan if potential environmental effects were identified as significant under the Proposed Plan-specific analysis or if the Proposed Plan's contribution to significant cumulative effects were determined to be cumulatively considerable under the cumulative analysis.

A discussion of the level of impact after the implementation of mitigation measures is provided in the Significance Determination. If a Proposed Plan-specific impact or a Proposed Plan's contribution to a cumulative impact did not require mitigation measures, then a statement of the level of impact (i.e., No impact or Less than significant impact) is provided.

Organization of Environmental Issue Area

Implementation of the Proposed Plan will result in future demolition, construction and operational activities. The potential environmental issues associated with each environmental analysis that is addressed in **Chapter 3.0** contain the following components.

Environmental Setting

This section identifies and describes the existing physical environmental conditions of the Plan Area and vicinity associated with each of the impact sections. According to Section 15125(a) of the *State CEQA Guidelines*, an EIR must include a description of the existing physical environmental conditions in the vicinity of the Proposed Plan to provide the "baseline condition" against which Proposed Plan-related impacts are compared. Normally, the baseline condition is the physical condition that exists when the NOP is published. The NOP for the Proposed Plan was published in April 2024, which is considered the baseline for the analysis contained in this EIR.

Regulatory Framework

The regulatory framework provides an understanding of the regulatory environment that exists prior to the implementation of the Proposed Plan. The regulatory framework that was used in this EIR included federal, state, regional, and local regulations and policies applicable to the Plan Area.

Impacts and Mitigation Measures

This section describes environmental changes to the existing physical conditions that may occur if the Proposed Plan is implemented and evaluates these changes with respect to the significance criteria. This section also includes a Proposed Plan impact analysis and a cumulative impact analysis. Mitigation measures are identified, if determined feasible, for significant Proposed Plan impacts and cumulative impacts where the Proposed Plan's contribution was determined to be cumulatively considerable. The mitigation measures are those measures that could avoid, minimize, or reduce an environmental impact. This section also includes a significance determination after mitigation that describes the level of impact significance remaining after mitigation measures are implemented.

Significance Criteria

Significance criteria have been developed for each environmental resource in accordance with Appendix G of the *State CEQA Guidelines*. The criteria are defined at the beginning of each impact analysis section. Impacts are categorized as follows:

- **No Impact:** No substantial evidence exists to support a fair argument that the Project would have an impact on the environment.
- **Less than Significant Impact:** Environmental impacts have been identified but are less than the thresholds of significance and do not include or require mitigation measures.

- **Less than Significant Impact With Mitigation Incorporated:** Environmental impacts have been identified but are less than significant with the incorporation of mitigation measures thereby reducing an impact from Potentially Significant Impact to a Less Than Significant Impact.
- **Significant Impact:** Potentially significant direct project-level impacts.

References

Sources relied upon for each environmental topic analyzed in this document are provided at the end of each section.

3.1 AESTHETICS

INTRODUCTION

This section describes the existing visual resources within the City, identifies the regulatory framework with respect to regulations that address visual resources, and evaluates the significance of the potential changes to visual resources that could result from implementation of the Proposed Plan. In addition, to reduce impacts, mitigation measures are included when applicable.

3.1.1 ENVIRONMENTAL SETTING

3.1.1.1 Definition of Terms

To provide context for the analysis presented below, a discussion of general definitions is necessary. Terms to be discussed include "viewsheds" and "visual quality," both key factors in addressing impacts to aesthetics and views. The environmental setting also generally describes those resources that are regionally significant and lists the designated scenic highways, byways, and vista points.

The aesthetic value of an area is a measure of its visual character and quality, combined with the viewer response to the area. The scenic quality component can best be described as the overall impression that an individual viewer retains after driving through, walking though, or flying over an area. Viewer response is a combination of viewer exposure and viewer sensitivity. Viewer exposure is a function of the number of viewers, the number of views seen, the distance of the viewers, and the viewing duration. Viewer sensitivity relates to the extent of the public's concern for particular viewsheds. These terms and criteria are described in detail below.

Viewshed: A viewshed is a geographic area composed of land, water, biotic, and/or cultural elements that may be seen from one or more viewpoints and has inherent scenic qualities and/or aesthetic value as determined by those who view it. The extent of a viewshed can be limited by a number of intervening elements, including trees and other vegetation, built structures, or topography such as hills and mountains.

Visual Quality: Visual quality refers to the character of the landscape, which generally gives visual value to a setting. It is useful to think of scenic resources in terms of "typical views" seen throughout an area, because scenic resources are rarely encountered in isolation. A typical view may include several types of scenic resources, including both natural and man-made elements. It is also important to distinguish between public and private views. Private views are views seen from privately owned land and are typically viewed by individual viewers, including views from private residences.

Public views are experienced by the collective public. These include views of significant landscape features, as seen from public viewing spaces, not privately-owned properties. CEQA (Public Resources Code § 21000 et seq.) case law has established that, in general, protection of public views is emphasized. For example, in *Association for Protection etc. Values v. City of Ukiah* (1991) 2 Cal. App. 4th 720, 734, the court determined the following:

> *"we must differentiate between adverse impacts upon particular persons and adverse impacts upon the environment of persons in general. As recognized by the court in Topanga Beach Renters Assn. v. Department of General Services (1976) 58 Cal.App.3d 188 [129 Cal.Rptr. 739]: "[A]ll government activity has some direct or indirect adverse effect on some persons. The issue is not whether [the project] would adversely affect particular persons but whether [the project] would adversely affect the environment of persons in general."*

Therefore, for this analysis, only public views are considered in analyzing the visual impacts of the Proposed Plan.

3.1.1.2 Regional and Local Setting

The City of Norwalk (City) is an incorporated municipality in Los Angeles County approximately four miles east of the Los Angeles River and 17 miles southeast of downtown Los Angeles. The City is bordered by the cities of Downey to the northwest, Santa Fe Springs to the north and east, Artesia to the south, Cerritos to the south and west, and Bellflower to the west. The Plan Area is located in the central portion of the City, and encompasses approximately 615 acres of primarily commercial, residential, and light industrial uses. Surrounding uses of the Plan Area are primarily single and multi-family residential uses. The Plan Area is generally bound by Imperial Highway to the north, Interstate 5 (I-5) to the east , Rosecrans Avenue to the south and Pioneer Boulevard to the west. The Southern Pacific Railroad, owned and operated by the Union Pacific Corporation, traverses the Plan Area from the northwest corner to the southeast corner.

With a long history related to development of the railroad, Norwalk was once an agricultural community for the dairy and cheese industry. Norwalk was incorporated in 1957 as a commercial and residential city for families, which it remains today.[1] The City of Norwalk is entirely built out and urbanized, and is fully developed with commercial, multifamily residential, light industrial, and institutional uses. With the exception of the City's public parks, public open space areas and heavily vegetated areas in Norwalk are minimal.

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1 City of Norwalk, "General Info and Statistics." Available online at: https://www.norwalk.org/about-us/general-info-statistics, accessed August 20, 2024.

The Plan Area comprises 615 acres within the City. Historically, the Plan Area operated as the center for commercial activity in the City. However, over the years the buildings within the Plan Area have been underutilized and many of the buildings remain vacant. The Plan Area currently provides a few markets, stores, restaurants and entertainment venues for local residents.

Public open space within the Plan Area is limited to the Norwalk Arts and Sports Complex. The 13.5-acre park provides passive and active recreational opportunities, including a community center, open space, pickleball and basketball courts.

Views and Scenic Resources

The City of Norwalk, including the Plan Area, is relatively flat. The City's elevation ranges from approximately 122-135 feet above mean sea level. The Plan Area is located approximately 11 miles northeast of the Pacific Ocean and thus views of the ocean are obstructed by existing structures and do not constitute scenic vistas. Additionally, the Plan Area is approximately 21 miles southwest of the San Gabriel Mountains. The view of the San Gabriel Mountains is a distant, background view from the Plan Area, particularly on the north-south oriented streets (see **Figure 3.1-1, Five Points Intersection Views-Looking North,** and **Figure 3.1-2, Triangle Intersection Views-Looking Northeast**). The nearest national forest is the Angeles National Forest, located approximately 25 miles north of the Plan Area. According to the City's *General Plan*, there are no designated scenic views, scenic vistas, or scenic roadways in the City.[2]

Scenic Highways

The California State Scenic Highway System is a list of scenic highways (mainly state highways) or scenic parkways which have been designated or proposed by the state of California. The scenic highway designation serves to protect California's scenic beauty as well as its scenic resources. There are no state-designated scenic highways (or proposed state scenic highways or parkways) within the Plan Area.[3] The Arroyo Seco Parkway (I-110) is a National Civil Engineering Landmark, a National Scenic Byway, and one of two California Historic Parkways, and is located 13.5 miles northwest of the Plan Area.

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2 City of Norwalk, *Vision Norwalk, City of Norwalk General Plan*, 1996. Available online at: https://www.norwalk.org/home/showpublisheddocument/20041/636561304601230000, accessed October 23, 2023.

3 Caltrans, California State Scenic Highways. Available online at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed August 1, 2022.



SOURCE: Google Earth, 2024

FIGURE **3.1-1**

IMPACT SCIENCES

Five Points Intersection Views-Looking North

1335.007•06/24



SOURCE: Google Earth, 2024

FIGURE **3.1-2**

IMPACT SCIENCES

Five Points Intersection Views-Looking Northeast

1335.007•06/24

Visual Character

The concept of visual character is not explicitly defined in the *CEQA Guidelines*. In this aesthetics discussion, potential visual character impacts are assessed based on industry-accepted definitions of visual character. Visual character can be defined in terms of the overall impression formed by the relationship between perceived visual elements of the existing built, urban environment. Visual character comprises the existing features or elements that contribute to the valued image of a neighborhood, community, or localized area. Features that contribute to visual character may include, but are not limited to:

- Height and mass of proposed buildings compared to existing development;
- Structures of architectural or historical significance, or visual prominence;
- Public plazas, art, or gardens;
- Landscaping and street trees; or
- Other features of recognized value to the aesthetic or visual character of an area.

The Plan Area is comprised of primarily commercial and residential uses, with pockets of light industrial and public service uses. The majority of the residential uses within the Plan Area were constructed in the 1920's and 1930's and range between 20 to 55 feet in height.[4] The majority of the commercial uses include retail and restaurant uses that are located within one-story buildings from the 1960's. The majority of the light industrial uses along Front Steet are primarily distribution centers within one-story buildings from the early 1900's.

There are four buildings located within the City of Norwalk that are considered of local historic importance: the Sproul Museum, Paddison Ranch Buildings, Darius David Johnston-Hargitt House, and Front Street Buildings. The Paddison Ranch Buildings are located approximately 0.2 miles northwest of the Plan Area and the Darius David Johnston House is located approximately 0.3 miles south of the Plan Area. However, due to intervening infrastructure (i.e., I-5), buildings, and trees neither of these buildings are visible from the Plan Area.

The Norwalk Arts and Sports Complex (Norwalk Park), located within the eastern portion of Plan Area provides a distinct visual character to the community. Norwalk Park also includes the Sproul Museum, a preserved residential home constructed in 1870 that displays special aesthetic, architectural, or engineering interest or value of a historic nature from that time period.

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4 Los Angeles County Office of the Assessor, "Property Assessment Information System." Available online at: https://maps.assessor.lacounty.gov/m/, accessed May 24, 2024.

Located at the center of the Plan Area, are a row of properties along Front Street that are zoned commercial and contain buildings of historic and architectural quality. This row of properties is generally bound by San Antonio Drive, Clarkdale Avenue, Funston Avenue, and Firestone Boulevard. These properties include one building, located at the corner of Front Street and Clarkdale Avenue at 12142 Front Street that originally operated as the Bank of Norwalk in the late 1800's. A detailed discussion of these historical resources is provided in **Section 3.3**, **Cultural Resources and Tribal Cultural Resources**.

Transportation Corridors

The Santa Ana Industrial Lead Rail Corridor (Santa Ana Rail Corridor) traverses the Plan Area from the northwest corner to the southeast corner, west of the proposed Front Street Historic District. The Santa Ana Rail Corridor is part of a segment of the Southern Pacific Railroad. In 1996, Union Pacific Rail System (UPRS) acquired the Southern Pacific Railroad as part of its railway system. Incorporated in 1862, the UPRS serves as an integral transcontinental railroad system, with connecting railroad lines from Louisiana to Washington State. In Southern California, the UPRS includes railroad connections throughout the region, including the "I-5/Hwy 99 Corridor" that travels from San Diego County to Los Angeles County, and several rail corridors that travel in an east-west direction in Los Angeles County.[5] The Santa Ana Rail Corridor is part of the I-5/Hwy 99 Corridor, which travels through the entire State and is the most efficient route serving the rich agricultural central valley and the ports of Long Beach, Los Angeles, and Oakland. Within the Plan Area, the Santa Ana Rail Corridor runs parallel to Front Street at grade. Specifically, there are many at-grade rail crossings that exist within the general Plan Area.

The Plan Area is made up of major arterials, secondary arterials, and collector roads. Arterial streets are currently designed to have the highest traffic carrying capacity. Secondary arterials in the Plan Area include Firestone Boulevard, Pioneer Boulevard, San Antonio Drive. These arterials have a curb-to-curb width of 80 feet and a typical right-of way width that ranges from 64 to 100 feet. Pioneer Boulevard and San Antonio Drive are north-south secondary arterial roads with two travel lanes in each direction. Firestone Boulevard is a northwest-southeast arterial road with two travel lanes in each direction.

Collector roads serve as intermediate routes between arterial streets and local streets and are designed to provide access and move traffic. Collectors within the Plan Area are limited to Flallon Avenue, Front Street

5 Union Pacific Railroad "Union Pacific State by State Guides." Available online at: https://www.up.com/aboutup/usguide/index.htm, accessed March 9,2024.

and Foster Road.[6] The collectors have a curb-to-curb width of 80 feet and a typical right-of way width that ranges from 54-60 feet.

Access to the regional highway system for Norwalk businesses and residents is provided by I-5, and I-605, and I-105. The I-5 Freeway passes just northeast of the Plan Area and is accessible from San Antonio Drive.

Senate Bill 743

In September 2013, the Governor signed into law Senate Bill (SB) 743, which instituted changes to CEQA when evaluating environmental impacts to projects located in areas served by transit. While the thrust of SB 743 addressed a major overhaul on how transportation impacts are evaluated under CEQA, it also limited the extent to which aesthetics and parking are defined as impacts under CEQA. Specifically, Section 21099 (d)(1) of the Public Resources Code (PRC) states that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if:

- The project is a residential, mixed-use residential, or employment center project, and
- The project is located on an infill site within a transit priority area.

"Transit priority area" means an area within one-half mile of a major transit stop that is existing or planned. Section 21064.3 of the PRC defines a "major transit stop" as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes[7] or less during the morning and afternoon peak commute periods.

As discussed in **Chapter 2.0, Project Description**, the northwest corner of the Proposed Plan Area is considered a transit priority area (TPA) due to a planned Metro C Line stop in the vicinity of Imperial Highway and Pioneer Avenue.[8] This area includes the shopping center and existing apartment complex within the proposed Triangle District. The area also includes a paved parking lot and a storage facility.

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6 City of Norwalk, *Vision Norwalk, City of Norwalk General Plan*, 1996. Available online at: https://www.norwalk.org/home/showpublisheddocument/20041/636561304601230000, accessed March 9, 2024.

7 Assembly Bill (AB) 2553 is currently under consideration by the California State Legislature and would expand the requirements for bus headways from 15 to 20 minutes, effectively increasing the number of TPAs in the State.

8 Southern California Association of Governments, *Local Data Exchange Process, Data/Map Book for the City of Norwalk,* May 2022. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/p0222-norwalk.pdf, accessed on May 30, 2024.

Residential Districts

The City of Norwalk is mostly comprised of single-family, low-density residential areas (i.e., single story) located along residential collector streets between major boulevards. There are several high- density multi-family residential areas (two to three units per 5,000 to 7,000 square feet of area, up to two stories), mainly concentrated between San Antonio Drive and Norwalk Boulevard. A high-density residential development (between 23 and 30 dwelling units per acre [du/ac], up to three stories) is located at the northwestern corner of Foster Road and San Antonio Drive.

Commercial Districts

Commercial uses within the Plan Area are generally concentrated along Firestone Boulevard, Pioneer Boulevard, and San Antonio Drive. Specifically, clusters of commercial uses are located along Pioneer Boulevard between Orange Street and Rosecrans Avenue, the entire length of Firestone Boulevard within the Plan Area, and in scattered areas along San Antonio Drive. Commercial uses located along Firestone Boulevard and San Antonio Drive primarily include retail stores, restaurants, and general offices. The Norwalk Town Square, located along Pioneer Boulevard, is a shopping center that mainly consists of retail stores and restaurants.

Specific Plan Area Districts

The City's existing Specific Plan Areas (SPAs) 3, 4, 12, and 14 are located within the Plan Area. The SPAs are intended to establish a pattern for the appropriate design, arrangement and relationship of buildings, open space, circulation, land use and other features as necessary to coordinate development and achieve a functionally and visually integrated development. They are also intended to capitalize upon certain special qualities and opportunities of a designated area while permitting a degree of flexibility favorable to unique and imaginative designs. Furthermore, they intended to encourage and promote a high quality of design and environment.

SPAs 3, 4, 12 are all located along Foster Road. SPA 3 consists of several properties that include commercial uses and multi-family residential uses. SPA 4 generally consists of multi-family residential uses. SPA 12 is consolidated as one single property that is operating as a storage center. SPA 14 is located along Firestone Boulevard and currently consists of a multi-family apartment complex.

Visual Character of the Plan Area

As discussed above, the Plan Area primarily consists of commercial and residential uses, with pockets of light industrial and public service uses. Sites within the Plan Area that are valued for either their historic

nature or visual quality including the Sproul Museum and the Front Street Properties. As discussed in **Section 3.3**, **Cultural Resources**, the City has identified two historical resources within the Plan Area: the Sproul Museum (located at 12237 Sproul Street) and the Front Street Buildings. The Sproul Museum was a single-family residential building that embodies the Victorian architectural style of residential homes in Norwalk during the 19th century. The Front Street Buildings consist of the existing commercial buildings located along Front Street (between San Antonio Drive and Clarkdale Avenue). These buildings are well maintained, consist of red brick and stucco building materials, and show the historical architecture and visual character for commercial uses in the Plan Area in the 1920's. These buildings are identified in the City's General Plan as historical resources. Therefore, the architectural style and building materials that were common in Norwalk in the 19th and early 20th century have been preserved to display the historical architecture and character of buildings from both time periods.

Light and Glare

For purposes of this analysis, "light" refers to light emission, or the degree of brightness, generated by a given source. Artificial lighting may be generated from point sources (i.e., focused points of origin representing unshielded light sources) or from indirectly illuminated sources of reflected light. Light may be directed downward to illuminate an area or surface, cast upward into the sky and refracted by atmospheric conditions (skyglow), or cast sideways and outwards onto off-site properties (overspill). Skyglow and overspill are considered forms of light pollution.

The effects of nighttime lighting are contextual and depend upon the light source's intensity, its proximity to light-sensitive land uses (i.e., sensitive receptors such as residential units and schools), and the existing lighting environment in the vicinity of a project site. The primary sources of nighttime illumination include street lighting, security and other types of outdoor lighting on commercial and residential properties, surface-parking illumination, and illuminated commercial signage. Nighttime lighting can impact views, alter the nature of community, or neighborhood character, or illuminate a sensitive land use. Nighttime illumination of sensitive receptors also may adversely affect certain land use functions—such as those of a residential or institutional nature—since such uses are typically occupied during evening hours and can be disturbed by bright lights.

"Glare" or "unwanted source luminance" is defined as focused, intense light directly emanated by source or indirectly reflected by a surface from a source. Daytime glare typically is caused by the reflection of sunlight from highly reflective surfaces at or above eye level. Reflective surfaces generally are associated with buildings clad with broad expanses of highly polished surfaces or with broad, light-colored areas of paving. Daytime glare generally is most pronounced during early morning and late afternoon hours when the sun is at a low angle and potential exists for intense reflected light to interfere with vision and driving

conditions. Daytime glare also may hinder outdoor activities conducted in surrounding land uses, such as sports.

The Plan Area is a built-out urban environment with predominantly residential and commercial uses that produce low levels of existing light and glare. Primary sources of light are associated with vehicles traveling along roadways in the Plan Area, street and parking area lighting, and existing residential and commercial buildings, including building-mounted lighting and indoor nighttime lighting. The City is also bordered by freeways such as I-605 and I-105 to the west. Glare is generally a result of reflections off of pavement, vehicle windows and chrome, and building materials that include reflective glass and other shiny materials. The majority of the Plan Area is composed of older buildings made out of brick and stucco, which are not highly reflective. However, the majority of the Plan Area is paved and contains high levels of car traffic resulting in existing high levels of light and glare.

3.1.2 REGULATORY FRAMEWORK

3.1.2.1 State

California Scenic Highways and Historic Parkways Program

The California Scenic Highways and Historic Parkways Program was created in 1963 to preserve and protect highway corridors located in areas of outstanding natural beauty from changes that would diminish the aesthetic value of the adjacent lands. The State of California Department of Transportation (Caltrans) maintains its State Scenic Highways and Historic Parkways Program, through which segments of the State highway system are designated as being of particular scenic value or interest. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. Interstates, state highways, byways, and parkways are eligible for designation or for recognition as eligible for designation. The program is governed by the regulations found in the California Streets and Highways Code, Section 260 et seq.

California Streets and Highway Code Section 261 requires local government agencies to take the following actions to protect the scenic appearance of the scenic corridor:

- Regulate land use and density of development;
- Provide detailed land and site planning;
- Prohibit off-site outdoor advertising and control of on-site outdoor advertising;
- Pay careful attention to and control of earthmoving and landscaping; and
- Scrutinize the design and appearance of structures and equipment.

California Streets and Highway Code Section 263 allows the California State Legislature the authority to identify highways as eligible for designation as a scenic highway. The government with jurisdiction over land abutting a highway considered to be scenic is required to adopt a "scenic corridor protection program" that restricts development, outdoor advertising, and earthmoving activities along the affected segment or corridor (Corridor Protection Program). Caltrans must also indicate that the highway segment meets established criteria in order for the roadway or segment to be designated as scenic.

California Code of Regulations Title 24 Part 6- Building Energy Efficiency Standards

The California Energy Code (Cal. Code Regs., tit. 24 § 6) creates standards in an effort to reduce energy consumption. The type of luminaries and the allowable wattage of certain outdoor lighting applications are regulated.

3.1.2.2 Local

City of Norwalk General Plan

Land Use Element

Objective To establish a positive image for Norwalk as a growing city and take steps towards maintaining this positive image.

Policy Encourage the maintenance and enhancement of areas critical to creating a positive image for Norwalk.

Open Space Element

Policy Ensure that new park and recreation facilities are designed to meet City standards.

Policy Encourage the design of parks, including activity buildings, outdoor facilities, people-gathering areas, lighting, parking areas, and other elements that do not adversely affect adjacent uses.

Objective To establish a quality public open space environment that enhances the overall identity of the City.

Objective To establish a consistent approach to the public streetscape, including sidewalks, landscaping, signage, furniture, and lighting.

Policy Encourage the development of a cohesive streetscape throughout the City.

Policy Encourage coordination between private development and public streetscape, including landscaping, signage and lighting.

Policy Encourage active community participation in developing design priorities and specifications.

Community Design Element

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

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

Norwalk Municipal Code

Chapter 12.32.250 of the *Norwalk Municipal Code* (Municipal Code) outlines parkway landscape standards for landscaping within a public parkway.

Chapter 15.44 of the Municipal Code, known as the City of Norwalk Art in Public Spaces Program, provides the collection of recognized, permanent outdoor artwork throughout the city and outlines procedures for processing art in the public space in-lieu fees for qualifying projects and guidelines for artworks. The chapter applies to the commercial and industrial development of a certain size and cost. Eligible development projects must acquire and install artwork in a public place[9] on or in the vicinity of the project site, pay an in-lieu contribution to the Art in Public Places Fund, or combine the two options.

Chapter 17.03 of the Municipal Code establishes landscape standards that require all yards abutting streets and other areas to be landscaped as part of approved development plans within any zone shall be landscaped and maintained as the chapter provides. The chapter establishes landscape requirements for single-family dwellings, multifamily dwellings, nonresidential landscape standards, landscape and irrigation plans, landscape installation and maintenance, and artificial turf standards. The purposes of the chapter are to establish landscape standards that will enhance the aesthetic appearance of the city and encourage quality design and installation, among others. **Article III** of the Chapter is the City's Sign Ordinance. The sign ordinance outlines permit requirements for signage for various land use types, provides general requirements and limitations for signage, outlines exempt and prohibited signs, and outlines the requirements for the maintenance of signs. The purpose of the sign ordinance is "to recognize the need for business and certain other signs and encourage the effective and equitable use of signs yet

9 "Public place" as used in Chapter 15.44 of the Municipal Code, means "any exterior area on public or private property, which is accessible and visible to the general public." (Section 15.44.020).

prevent and eliminate the disarray and unsightly clutter which promote degrading conditions and tend to downgrade the community and depreciate economic and social values."

3.1.3 IMPACTS AND MITIGATION MEASURES

3.1.3.1 Methodology

This section analyzes impacts from potential future development associated with implementation of the Proposed Plan.

The visual impacts of a project include both the objective visual resource change created by the project and the subjective viewer response to that change. Distance from the project, frequency of view, length of view, viewer activity, viewer perception, and viewing conditions contribute to the assessment of a visual impact. The physical limits and changes of the views and the quantity of viewers are objective. Viewer perception is subjective.

The perception of different viewer groups to the visual environment and its elements varies based on viewer activity and awareness. Activities such as commuting in heavy traffic can distract an observer from many aspects of the visual environment. Conversely, pleasure driving or relaxing in a scenic environment can encourage an observer to look at the view more closely and at greater length, thus increasing the observer's attention to detail. Sensitivity is also determined by how much the viewer has at stake in the viewshed. Typically, people who own property in an area are more sensitive to change than those just passing through.

The assessment of aesthetic impacts is subjective by nature. Aesthetics generally refer to the identification of visual resources and the quality of what can be seen, as well as an overall visual perception of the environment. The significance determination for the aesthetics analysis is based on consideration of whether any resources exist within or near the Plan Area; and if a resource exists, (1) whether it can be viewed from public areas within or near the Plan Area and (2) the potential for implementation of the Proposed Plan to either hinder views of the resource or result in its visual degradation. Should resources not currently exist, implementation of the Plan would not result in impacts. As stated above, SB 743 has changed the analysis of aesthetic effects within transit priority areas such as the Plan Area, as visual effects in these areas are no longer considered significant. Nonetheless, analysis of the change in visual quality is still provided herein.

3.1.3.2 Thresholds of Significance

The following thresholds for determining the significance of impacts related to visual resources are contained in the environmental checklist form contained in Appendix G of the most recent update of the *State CEQA Guidelines*. Adoption and/or implementation of the Proposed Plan could result in significant adverse impacts to visual resources, if any of the following could occur:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from a 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?
- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Under SB 743, impacts related to visual quality and aesthetics are no longer considered significant under CEQA.

3.1.4 ENVIRONMENTAL IMPACTS

Impact AES-1 Have a substantial adverse effect on a scenic vista.

Scenic vistas are panoramic views of features such as mountains, forests, the ocean, or urban skylines. As described in the setting above, there are no scenic vistas located within the Plan Area. Views of the San Gabriel Mountains, which are 21 miles northeast of the Plan Area, exist only as intermittent background views. As no scenic vistas exist with the Plan Area, no impact would occur.

Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

No Impact.

Impact AES-2 **Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.**

The Plan Area is not located within or visible from any existing designated (or eligible) scenic highways. The nearest designated Federal Scenic Byway is California State Route 110, also known as the Arroyo Seco Historic Parkway, between mile posts 25.7 and 31.9 in Los Angeles, approximately 13.5 miles northwest of the Plan Area. Due to the lack of a designated (or eligible) scenic highway, implementation of the Proposed Plan would not result in impacts to a scenic resource within a state scenic highway.

Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

No Impact.

Impact AES-3 **If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

Implementation of the Proposed Plan would primarily involve new residential uses in the form of mixed-use and multi-family (medium to high density). The Proposed Plan would introduce up to 3,087 residential units by the year 2040. Implementation of the Proposed Plan would allow for the future development of mixed-uses in corridors that currently consist of predominantly commercial uses (i.e., Firestone Boulevard, San Antonio Drive). The Proposed Plan would also allow for specific commercial uses along Front Street that are characterized as vibrant nightlife entertainment. These changes would be in partnership with design guidelines related to bulk, massing and scale, as well as landscaping and open space requirements.

Changes in visual character would occur during the implementation of the Proposed Plan which would result in (1) future infill and compact development including additional housing opportunities, and (2) the diversification of land uses in strategic locations. The Plan Area is primarily developed with residential and commercial uses. The Proposed Plan would include zone changes and provide associated development standards and regulations to guide future development projects.

Construction

Construction activities associated with future projects would result in short-term visual impacts including the presence of equipment and material storage, as well as grading and earthmoving activities. In a visual sense, construction impacts from future projects could be obtrusive or out of character with the surrounding landscape. The visual impacts would be created by mobile construction equipment including construction trucks that enter and exit the project site, unfinished building pads, and unfinished structures without the final building materials, colors, and landscaping. Construction contractors would be responsible for screening the project sites from view with temporary fencing or other means, to reduce visual intrusion on the neighborhood. While the construction truck trips would result in a change in the visual character surrounding the neighborhood, these activities would be temporary and end once the construction activities are complete. Although this impact could be adverse, it would be short-term, and thus impacts would be less than significant.

Operation

The Plan Area is located entirely within an urban area. As discussed in **Chapter 2.0**, **Project Description**, the Proposed Plan provides development that would serve as a roadmap for future development creating a vision for the scenic quality of the entire Plan Area. Thus, implementation of the Proposed Plan would complement the Plan Area and would enhance the scenic quality of the Plan Area and surrounding vicinity.

The Proposed Plan creates a modular zoning system comprised of four pieces: use (i.e., allowable uses within a district), density (dwelling units per acre within a district), height (allowable height), and form (i.e., frontage and setbacks). Each district, and parcels within a district are given a combination of these four components. This modular system allows for development flexibility within the districts that cannot be achieved through zoning alone, but also creates a unified style for each of the districts and the overall plan area. The districts are described in detail in the Project Description and summarized below.

Front Street Historic District: Front Street aims to build on the historic nature of the Front Street Buildings. Allowable heights would range from three stories to six stories (40 to 75 feet). However, associated future development projects located along San Antonio Drive and Front Street would be limited to a maximum heigh of three stories (or 40 feet) to preserve the low-rise character of the historic Front Street building and

to contribute to the character of the District. Densities for residential uses range between 60 dwelling units per acre (du/ac) to 80 du/ac.

Town Square District: Heights within this district would range from three to five stories (40 to 65 feet). To remain consistent with the current low-rise character and intimate commercial scale of existing buildings, associated future development projects located along Pioneer Boulevard would be limited to three stories in height. Four stories would be permitted for future development projects along Rosecrans Avenue and five stories is permitted for future development in the Town Square District. Densities would range from 30 du/ac to 60 du/ac.

Triangle District: Heights within this district would range from three stories to five stories (40 to 65 feet). However, development adjacent to the single-family residences east of Pioneer Boulevard would be limited to three stories. The majority of properties would allow residential density of 30 du/ac. Although the Triangle District would permit a mix of retail, office, residential, and commercial uses, future development located next to existing residences would have more stringent development standards in terms of height and density to ensure consistency with neighboring uses.

As described above, each district would have a unique set of uses, densities, heights, and frontages Increased density would change the existing Plan Area's visual quality by allowing for greater building heights than what is currently permitted. However, the Proposed Plan would ensure new development reflects the abovementioned principles, and would apply to all multi-family residential, commercial, and mixed-use construction developments within the Plan Area.

The Proposed Plan recognizes that certain historical buildings are important assets to the community and the City, such as Sproul Street and Front Street Buildings. The importance of these structures is reflected in the unique development standards within their specific districts. As stated in **Section 3.3**, **Cultural Resources**, the City has not passed a historic preservation ordinance, and there are no regulations outlined in the City Code or General Plan that protect the aesthetic quality of historical buildings. **Section 3.3**, **Front St District - Zoning and Design Guidelines** of the Proposed Plan outlines specific development standards and design guidelines that would ensure that the existing historical characteristics of the Front Street Buildings would be maintained. These design guidelines include, but are not limited to, preserving the historic Front Street building and the revitalization of the City' s original rail station a historic-themed public park. Further, to build on the historic nature of the area and further maintain the visual quality of the area, the Plan proposes redevelopment of the original railroad station along Front Street as a public amenity.

Implementation of the Proposed Plan would update the existing Santa Ana Rail Corridor into a new east-west recreational greenway further adding to the overall visual quality of the Plan Area. A bike/pedestrian pathway along the railroad along with supporting features (i.e., benches, bike racks, etc.), would provide welcome active greenspace and community cohesion. The Proposed Plan's streetscape guidelines to be implemented along Front Street, Firestone Boulevard, and San Antonio Boulevard that would include median landscape enhancements, new pedestrian streetscape spaces, and the installation of sidewalk and street trees all adding to the visual quality of the area.

Over the lifetime of the Plan, new development that would replace existing underutilized parking lots and buildings. In combination with new development, new infrastructure would be installed incrementally as projects are introduced improving the condition of sidewalks, roads, landscaping, lighting, and the overall built environment. As a result, the Proposed Plan would improve the overall visual character of the Plan Area by removing aging infrastructure and neighborhood deterioration.

The Proposed Plan would incorporate the development and performance standards included in the City's Municipal Code that relate to visual quality, such as screening for certain uses, weed and debris abatement, barriers, and lighting. The Proposed Plan would not conflict with any regulations governing scenic quality. Future development projects would be required to comply with the development standards established by the Proposed Plan, as well as all applicable development regulations outlined in the City's Zoning Code. The City's permitting and approval process would ensure compliance with applicable zoning and regulations governing scenic quality. Therefore, potential impacts associated with scenic quality would be less than significant.

Furthermore, SB 743 states that, "aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." As stated, the northwest corner of the Plan Area is considered a TPA, and residential/mixed-use development is allowed within this area of the Proposed Plan. Furthermore, the Proposed Plan would allow for residential development to occur along major corridor in the Plan Area, such as Firestone Boulevard Corridor and Sant Antonio Corridor. The Proposed Plan would also implement greenways within each corridor to allow for easy bicycle and pedestrian access and improve the overall visual character. This would allow for an increase in non-vehicle modes of transportation (i.e., bicycling, transit), and further, reduce vehicle miles transit (VMT) and greenhouse gas emissions (GHGs).

Reasonably anticipated development from the Proposed Plan, as directed by the proposed land uses and development standards, would increase the height and scale of buildings and other structures in the Plan Area. Such changes would represent a change in the visual character. However, future development would likely benefit and improve the visual character and quality in some of these areas, as new development

would be designed with contextual form and development standards to be compatible with existing visual character. While the proposed residential uses within the Plan Area would result in increases in density in some locations, some of these residential uses would be permitted by the City and State through density bonuses. Additionally, these areas are where City is encouraging growth and where such development is desirable, such as where the potential future transit stop may be located. While these changes would change the visual character of these areas, such changes are consistent with the overall urban character of the City; therefore, impacts would be less than significant.

Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than Significant Impact.

Impact AES-4 **Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.**

Potential future development in the Plan Area would increase the area's overall development intensity. New sources of light would be introduced as future development is proposed. The potential sources of new nighttime light include spillover from the windows of new residences and businesses and from outdoor security lighting, lighted signs, streetlights, and building-mounted lighting. New development would also produce glare from sunlight reflecting off the windows of buildings. The number of motor vehicles in the Plan Area may increase along with the increase in residential and commercial development. As a result, light and glare would increase from reflections of vehicle windows or vehicle headlights shining at night. However, these new light sources would not substantially increase the amount of nighttime lighting or glare. The Plan Area is located within an existing urban environment and most existing buildings include nighttime security lighting.

The Proposed Plan contains provisions to reduce the impact of new sources of light. New lighting (site, parking lot, and building security lighting) would prevent direct glare on onto neighboring properties or skyward. Lighting fixtures will be shielded to confine light spread. Pedestrian lighting along sidewalks

would be spaced by 120 feet to reduce the lighting intensity. Additionally, all pedestrian lighting would be LED and follow the Southern California Edison (SCE) standards for maintenance. In mixed-use and commercial projects, all lighting should be adequately shielded from adversely impacting residential sections and lighting on walkways and driveways should be one foot candle minimum. Furthermore, new development projects associated with implementation of the Proposed Plan would be required to comply with sign design standards as detailed in Chapter 17.03 of the Municipal Code all Municipal Code requirements for outdoor lighting. Thus, implementation of the Proposed Plans would result in a less than significant impact with respect to light and glare.

Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than Significant Impact.

3.1.5 CUMULATIVE IMPACTS

The cumulative aesthetics study area for the Proposed Plan is the viewshed (locations that can view the Plan Area and locations that can be viewed from within the Plan Area). As described above, there are no existing scenic vistas within or near the Plan Area. The San Gabriel Mountains is visible in the distance on north-south oriented roadways. However, no development is proposed within the roadway, nor are any changes proposed to roadway orientation that may impact those distant views. Thus, cumulative development in the Plan Area would result in no impact on a scenic vista or scenic highway.

Although the City is largely built out with minimal areas of undeveloped open space, cumulative development would likely include residential, retail, and mixed-use projects, as well as industrial projects and office buildings. Future development in the City has the potential to alter the visual quality and character of the surrounding community through use of new architectural styles and designs as well as increased building heights. However, future projects outside of the Plan Area would be required to adhere to specific development standards in the City's Zoning Code designed to enhance the visual appeal of development and public views in the City. In addition, as discussed under **Impact AES-3**, the Proposed Plan would not have a significant negative impact on the visual quality of the Plan Area or its surroundings

and therefore would not contribute to cumulative aesthetic impacts. As a result, potential impacts related to aesthetics would not be cumulatively considerable and would be less than significant.

Development under the Proposed Plan would increase light and glare in the Plan Area. However, increased light and glare would not extend to reach existing single-family residences to the north or other sensitive uses around the Plan Area. Further, future growth would be required to comply with the lighting standards under Chapter 17.03 of the City's Municipal Code. Therefore, potential impacts associated with light and glare as a result of implementation of the Proposed Plan would not be cumulatively considerable and would be less than significant.

3.1.6 REFERENCES

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3.2 AIR QUALITY

INTRODUCTION

This section describes the ambient air quality of the local and regional area and provides a comparison of existing air quality to applicable state and federal pollutant standards. In addition, sources of air emissions in the vicinity of the Plan Area are identified and discussed. This section also identifies the plans and policies developed in efforts to improve air quality. Finally, this section evaluates potential air quality impacts associated with construction and operation of the Proposed Plan and identifies mitigation measures to reduce those potential impacts. Sources utilized in this discussion include the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP) and air quality data from the California Air Resources Board (CARB). Air emission calculations estimated for the Proposed Plan are contained within ***Appendix 3.2*** *of this Environmental Impact Report (EIR).*

3.2.1 ENVIRONMENTAL SETTING

The California Air Resources Board (CARB) divides the state into air basins that share similar meteorological and topographical features. The City of Norwalk is located within the South Coast Air Basin (SCAB), which incorporates approximately 12,000 square miles consisting of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, in addition to the San Gorgonio Pass area in Riverside County. The SCAB is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the southwest and high mountains around the rest of its perimeters.

3.2.1.1 Climate and Meteorology

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. It is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. This usually mild climatological pattern is interrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. The annual average temperature varies little throughout the SCAB region, ranging from the low 60s to the high 80s, measures in degrees Fahrenheit (F°). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas.

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rains fall between November and April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast, with slightly heavier shower activity in the east and over the mountains.

Humidity

Although the SCAB has a semiarid climate, the air near the earth's surface is typically moist because of the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the SCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog, especially along the coast, are frequent, and low clouds, often referred to as high fog, are a characteristic climate feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SCAB.

Wind

Wind patterns across the south coastal region are characterized by westerly or southwesterly onshore winds during the day and by easterly or northeasterly breezes at night. Wind speed is higher during the dry summer months than during the rainy winter.

Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall, surface high-pressure systems over the SCAB, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentration of air pollutants during prolonged periods of stable atmospheric conditions.

Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two similarly distinct types of temperature inversions control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is known as the "mixing height." The combination of winds and inversions is a critical determinant leading to highly degraded air quality in the summer and generally good air quality in the winter in Los Angeles.

3.2.1.2 Regional Setting

Regional Ambient Air Quality

Air emissions are generated by a variety of sources in Los Angeles County. Motor vehicles traveling along local roadways are a major source. Agricultural activities such as diesel- and gasoline-powered equipment (e.g., tractors, trucks) and pesticide spraying also emit air pollutants. Commercial and residential land uses in proximity to the site also emit air pollutants in the form of household products and cleaners.

The determination of whether a region's air quality is healthful or unhealthful is made by comparing contaminant levels in ambient air samples to national and state standards. California and the federal government have established health-based air quality standards for the following criteria air pollutants: O_3, CO, NO_2, SO_2, PM10, PM2.5, and Pb. These standards were established to protect sensitive receptors with a margin of safety from adverse health impacts due to exposure to air pollution. The California standards are more stringent than the federal standards, and in the case of PM10 and SO_2, much more stringent. California has also established standards for sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride. The state and national ambient air quality standards for each of the monitored pollutants and their effects on health are summarized in **Table 3.2-1, Ambient Air Quality Standards**.

Table 3.2-1
Ambient Air Quality Standards

Air Pollutant	Averaging Time	California Standards	National Standards[1]		Health and Other Effects
			Primary[2,3]	Secondary[2,4]	
Ozone (O_3)	8-hour	0.070 ppm (137 µg/m^3)	0.070 ppm (137 µg/m^3)	Same as primary	(a) Pulmonary function decrements and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; and (f) Property damage
	1-hour	0.09 ppm (180 µg/m^3)	--[5]	--	

Air Pollutant	Averaging Time	California Standards	National Standards[1]		Health and Other Effects
			Primary[2,3]	Secondary[2,4]	
Carbon Monoxide (CO)	8-hour	9 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	--	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses
	1-hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	--	
Nitrogen Dioxide (NO_2)	Annual	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)	Same as primary	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration
	1-hour	0.18 ppm (339 µg/m^3)	0.100 ppm[6] (188 µg/m^3)	--	
Sulfur Dioxide (SO_2)	Annual	--	0.030 ppm (80 µg/m^3)[7]	-	Bronchoconstriction accompanied by symptoms, which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma
	24- hour	0.04 ppm (105 µg/m^3)	0.14 ppm (365 µg/m^3) [7]	-	
	3-hour	-	-	0.5 ppm (1,300 µg/m^3)	
	1-hour	0.25 ppm (655 µg/m^3)	0.075 ppm[7] (196 µg/m^3)	--	
Respirable Particulate Matter (PM10)	Annual	20 µg/m^3	--	--	a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; and (c) Increased risk of premature death from heart or lung diseases in the elderly
	24-hour	50 µg/m^3	150 µg/m^3	Same as primary	
Fine Particulate Matter ($PM_{2.5}$)	24-hour	No separate state standard	35 µg/m^3	--	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; and (c) Increased risk of premature death from heart or lung diseases in the elderly
	Annual	12 µg/m^3	12 µg/m^3	--	
Lead	Calendar Quarter	--	1.5 µg/m^3	Same as primary	(a) Increased body burden; and (b) Impairment of blood formation and nerve conduction
	30-day Average	1.5 µg/m3	--	--	
Hydrogen Sulfide (H_2S)	1-hour	0.03 ppm	None	None	(a) Odor of H_2S is extremely strong and foul, potentially inducing tearing of the eyes and symptoms related to overstimulation of the sense of smell, including nausea, or vomiting.

Air Pollutant	Averaging Time	California Standards	National Standards[1]		Health and Other Effects
			Primary[2,3]	Secondary[2,4]	
Vinyl Chloride	24-hour	0.01 ppm	None	None	(a) Short-term exposure to high levels (10 ppm or above) of vinyl chloride in air causes central nervous system effects, such as dizziness, drowsiness, and headaches. The primary non-cancer health effect of long-term exposure to vinyl chloride through inhalation or oral exposure is liver damage. Inhalation exposure to vinyl chloride has been shown to increase the risk of angiosarcoma, a rare form of liver cancer in humans.

Source: CARB, Ambient Air Quality Standards, (https://www.arb.ca.gov/research/aaqs/caaqs/caaqs.htm),
ppm = parts per million by volume; µg/m³ = microgram per cubic meter; mg/m³ = milligrams per cubic meter.

1 *Standards, other than for ozone and those based on annual averages, are not to be exceeded more than once a year. The ozone standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above the standard is equal to or less than one.*

2 *Concentrations are expressed first in units in which they were promulgated. Equivalent units given in parenthesis.*

3 *Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health. Each state must attain the primary standards no later than three years after that state's implementation plan is approved by the U.S. Environmental Protection Agency (US EPA).*

4 *Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.*

5 *The national 1-hour ozone standard was revoked by US EPA on June 15, 2005. A new 8-hour standard was established in May 2008.*

6 *The form of the 1-hour NO_2 standard is the 3-year average of the 98th percentile of the daily maximum 1-hour average concentration.*

7 *On June 2, 2010, the US EPA established a new 1-hour SO_2 standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of the 1-hour daily maximum. The US EPA also revoked both the existing 24-hour and annual average SO_2 standards.*

Air quality of a region is considered to be in attainment of state standards if the measured ambient air pollutant levels for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, PM10, PM2.5 and visibility-reducing particles do not exceed the standards, and all other standards are not equaled or exceeded at any time in any consecutive three-year period.

3.2.1.3 Local Ambient Setting

Local Ambient Air Quality

The SCAQMD jurisdiction is divided geographically into source receptor areas (SRAs), which utilize information from monitoring stations to measure and record concentrations of regulated pollutants that provide representative air quality conditions in the region. The 38 SRAs are divided based on proximity to air monitoring stations and local meteorological patterns. As shown in **Figure 3.2-1**, **Source Receptor Area Location Map**, the Plan Area is situated entirely within SRA 5 – Southeast Los Angeles County.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

21865 Copley Drive, Diamond Bar, CA 91765-4182
Information: 1-800-CUT-SMOG (1-800-288-7664)
Internet: http://www.aqmd.gov

Air Quality Reporting

Since 1977, the South Coast Air Quality Management District has served as the local government agency responsible for measuring, reporting and taking steps to improve air quality.

To inform the AQMD's 15 million residents about air quality conditions, the AQMD issues an air quality forecast each day and reports current air quality conditions for each numbered Monitoring Area and General Forecast Area depicted here.

This air quality information is transmitted to the public through newspapers, television, radio and pager services, through faxes to schools, through recorded messages on the AQMD's toll-free Smog Update telephone line, 1-800-CUT-SMOG, and on the AQMD's Internet Website http://www.aqmd.gov.

Newspapers, television and radio stations typically will report air quality information using the General Forecast Areas, shown in color below, which are larger groupings of the more specific Air Monitoring Areas.

The 1-800-CUT-SMOG (1-800-288-7664) line also provides smog forecast and current smog level information by ZIP code.

The AQMD's Internet Website provides both forecasts as well as smog levels for that day and the previous day. Forecasts for the next day normally are posted by noon.

General Forecast Areas & Air Monitoring Areas

Coastal
- Northwest Los Angeles County Coastal 2
- Southwest Los Angeles County Coastal 3
- South Los Angeles County Coastal 4
- North Orange County Coastal 18
- Central Orange County Coastal 20

Metropolitan
- Central Los Angeles County 1
- Southeast Los Angeles County 5
- South Central Los Angeles County 12
- North Orange County 16

San Fernando Valley
- West San Fernando Valley 6
- East San Fernando Valley 7
- Santa Clarita Valley 13

San Gabriel Valley
- West San Gabriel Valley 8
- East San Gabriel Valley 9
- Pomona/Walnut Valley 10
- South San Gabriel Valley 11

Inland Orange County
- Central Orange County 17
- Saddleback Valley 19
- Capistrano Valley 21

Riverside Valley
- Corona/Norco Area 22
- Metropolitan Riverside 23

San Bernardino Valley
- Northwest San Bernardino Valley 32
- Southwest San Bernardino Valley 33
- Central San Bernardino Valley 34
- East San Bernardino Valley 35

Hemet/Elsinore Area
- Perris Valley 24
- Lake Elsinore 25
- Hemet/San Jacinto Valley 28

Temecula/Anza Area
- Temecula Valley 26
- Anza Area 27

San Gabriel Mountains 15

San Bernardino Mountains
- West San Bernardino Mountains 36
- Central San Bernardino Mountains 37

Big Bear Lake 38

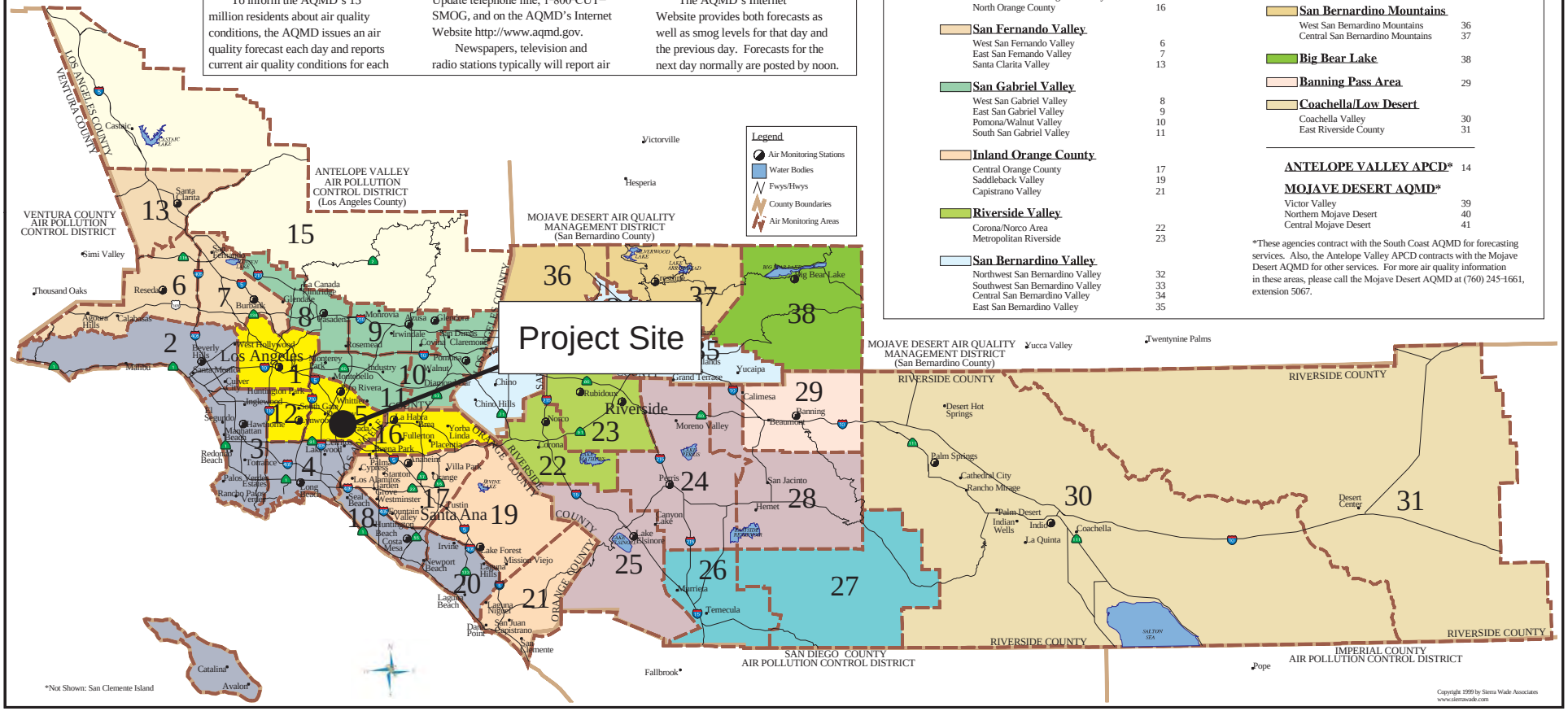
Banning Pass Area 29

Coachella/Low Desert
- Coachella Valley 30
- East Riverside County 31

ANTELOPE VALLEY APCD* 14

MOJAVE DESERT AQMD*
- Victor Valley 39
- Northern Mojave Desert 40
- Central Mojave Desert 41

*These agencies contract with the South Coast AQMD for forecasting services. Also, the Antelope Valley APCD contracts with the Mojave Desert AQMD for other services. For more air quality information in these areas, please call the Mojave Desert AQMD at (760) 245-1661, extension 5067.


Project Site
Legend
Air Monitoring Stations
Water Bodies
Fwys/Hwys
County Boundaries
Air Monitoring Areas
LOS ANGELES COUNTY
VENTURA COUNTY
VENTURA COUNTY AIR POLLUTION CONTROL DISTRICT
ANTELOPE VALLEY AIR POLLUTION CONTROL DISTRICT (Los Angeles County)
MOJAVE DESERT AIR QUALITY MANAGEMENT DISTRICT (San Bernardino County)
SAN BERNARDINO COUNTY
RIVERSIDE COUNTY
ORANGE COUNTY
SAN DIEGO COUNTY AIR POLLUTION CONTROL DISTRICT
IMPERIAL COUNTY AIR POLLUTION CONTROL DISTRICT
Los Angeles
Riverside
Santa Ana
Victorville
Hesperia
Big Bear Lake
Twentynine Palms
Yucca Valley
Desert Hot Springs
Palm Springs
Cathedral City
Rancho Mirage
Palm Desert
Indian Wells
La Quinta
Indio
Coachella
Desert Center
Banning
Beaumont
Calimesa
Yucaipa
Grand Terrace
Colton
Redlands
Loma Linda
Rialto
San Bernardino
Fontana
Ontario
Upland
Chino
Chino Hills
Norco
Corona
Eastvale
Jurupa Valley
Moreno Valley
Perris
Hemet
San Jacinto
Lake Elsinore
Canyon Lake
Murrieta
Temecula
Menifee
Wildomar
Lake Forest
Mission Viejo
Irvine
Newport Beach
Huntington Beach
Costa Mesa
Fountain Valley
Westminster
Garden Grove
Seal Beach
Stanton
Cypress
Los Alamitos
Anaheim
Orange
Villa Park
Placentia
Yorba Linda
Fullerton
Brea
La Habra
La Mirada
Buena Park
Whittier
La Puente
Pomona
Claremont
Covina
San Dimas
Glendora
Azusa
Monrovia
Duarte
Arcadia
Temple City
Rosemead
El Monte
South El Monte
Irwindale
West Covina
Industry
Walnut
Diamond Bar
Rowland Heights
La Puente
Hacienda Heights
Whittier
Montebello
Pico Rivera
Santa Fe Springs
Norwalk
Cerritos
Artesia
Lakewood
Long Beach
Signal Hill
Paramount
Bellflower
Downey
Lynwood
Compton
Carson
Gardena
Hawthorne
Lawndale
Torrance
Redondo Beach
Manhattan Beach
El Segundo
Inglewood
Culver City
Hawthorne
Lennox
Palos Verdes Estates
Rancho Palos Verdes
Rolling Hills Estates
Rolling Hills
Lomita
Harbor City
San Pedro
Wilmington
Long Beach
Catalina
Avalon
Malibu
Santa Monica
Beverly Hills
West Hollywood
Hollywood
Burbank
Glendale
La Canada Flintridge
Pasadena
Altadena
Sierra Madre
Arcadia
Monrovia
Duarte
Azusa
Glendora
San Dimas
Claremont
Covina
Rosemead
Irwindale
Temple City
Alhambra
San Marino
South Pasadena
Monterey Park
Alhambra
Rosemead
Industry
Montebello
Pico Rivera
Whittier
La Habra
Brea
Yorba Linda
Fullerton
Placentia
Buena Park
Anaheim
Orange
Villa Park
Stanton
Cypress
Los Alamitos
Garden Grove
Seal Beach
Westminster
Huntington Beach
Fountain Valley
Costa Mesa
Irvine
Lake Forest
Mission Viejo
Newport Beach
Laguna Beach
Laguna Niguel
San Juan Capistrano
Dana Point
San Clemente
Fallbrook
Pope
Thousand Oaks
Simi Valley
Agoura Hills
Calabasas
Reseda
Chatsworth
Canyon Country
Castaic
Santa Clarita
Saugus
Newhall
Valencia
Victorville
Hesperia
Apple Valley
Lucerne Valley
Big Bear Lake
Twentynine Palms
Yucca Valley
Joshua Tree
Desert Hot Springs
Palm Springs
Cathedral City
Rancho Mirage
Palm Desert
Indian Wells
La Quinta
Indio
Coachella
Desert Center
Banning
Beaumont
Calimesa
Yucaipa
Grand Terrace
Colton
Redlands
Loma Linda
Rialto
San Bernardino
Fontana
Ontario
Upland
Chino
Chino Hills
Norco
Corona
Eastvale
Jurupa Valley
Moreno Valley
Perris
Hemet
San Jacinto
Lake Elsinore
Canyon Lake
Murrieta
Temecula
Menifee
Wildomar
Lake Forest
Mission Viejo
Irvine
Newport Beach
Huntington Beach
Costa Mesa
Fountain Valley
Westminster
Garden Grove
Seal Beach
Stanton
Cypress
Los Alamitos
Anaheim
Orange
Villa Park
Placentia
Yorba Linda
Fullerton
Brea
La Habra
La Mirada
Buena Park
Whittier
La Puente
Pomona
Claremont
Covina
San Dimas
Glendora
Azusa
Monrovia
Duarte
Arcadia
Temple City
Alhambra
San Marino
South Pasadena
Monterey Park
Rosemead
Industry
Montebello
Pico Rivera
Santa Fe Springs
Norwalk
Cerritos
Artesia
Lakewood
Long Beach
Signal Hill
Paramount
Bellflower
Downey
Lynwood
Compton
Carson
Gardena
Hawthorne
Lawndale
Torrance
Redondo Beach
Manhattan Beach
El Segundo
Inglewood
Culver City
Lennox
Palos Verdes Estates
Rancho Palos Verdes
Rolling Hills Estates
Rolling Hills
Lomita
Harbor City
San Pedro
Wilmington
Catalina
Avalon
Malibu
Santa Monica
Beverly Hills
West Hollywood
Hollywood
Burbank
Glendale
La Canada Flintridge
Pasadena
Altadena
Sierra Madre

To identify ambient concentrations of the criteria pollutants, the SCAQMD operates air quality monitoring stations throughout the SCAB. Within Los Angeles County, these stations are located in Lancaster, Santa Clarita, Reseda, West Los Angeles, Downtown Los Angeles, Pasadena, Long Beach, Compton, Pico Rivera, Azusa, Glendora, and Pomona. The purpose of the monitoring station is to measure ambient concentrations of pollutants and determine whether ambient air quality meets the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS). Ozone and particulate matter (PM10 and PM2.5) are pollutants of particular concern in the Basin. While the Plan Area is located within SRA 5, there are no monitoring stations in SRA 5. The monitoring station located closest to the Plan Area and most representative of air quality for the area is CARB Station No. 112, Compton, South Central LA County. A summary of the monitored values for CO, O_3, NO_2, and PM2.5 for the three most recent years for which data is available is presented in **Table 3.2-2, Ambient Pollutant Concentrations**.

Table 3.2-2
Ambient Pollutant Concentrations

Pollutant	Standards[1]	Year		
		2020	2021	2022
Carbon Monoxide (CO)				
Maximum 1-hour concentration monitored (ppm)		4.50	4.30	3.40
Maximum 8-hour concentration monitored (ppm)		3.10	3.70	3.0
Number of days exceeding state 1-hour standard	20 ppm	0	0	0
Number of days exceeding federal 1-hour standard	35 ppm	0	0	0
Ozone (O_3)				
Maximum 1-hour concentration monitored (ppm)		0.152	0.085	0.111
Maximum 8-hour concentration monitored (ppm)		0.115	0.076	0.085
Number of days exceeding state 1-hour standard	0.09 ppm	3	0	1
Number of days exceeding federal/state 8-hour standard	0.070 ppm	4 / 4	1 / 1	1 / 1
Nitrogen Dioxide (NO_2)				
Maximum 1-hour concentration monitored (ppm)		0.072	0.068	0.065
Annual average concentration monitored (ppm)		0.015	0.014	0.014
Number of days exceeding state 1-hour standard	0.18 ppm	0	0	0
Fine Particulate Matter (PM2.5)				
Maximum 24-hour concentration monitored ($\mu g/m^3$)		43.20	102.1	52.8
Annual average concentration monitored ($\mu g/m^3$)		13.57	13.41	12.25
Number of samples exceeding federal standard	35 $\mu g/m^3$	7	12	6

Source: South Coast Air Quality Management District. Historical Data By Year. Available online at: https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year, accessed December 2023.

[1] Parts by volume per million of air (ppm), micrograms per cubic meter of air ($\mu g/m^3$), or annual arithmetic mean (aam).

[2] The 8-hour federal O_3 standard was revised from 0.075 ppm to 0.070 ppm in 2015. The statistics shown are based on the 2015 standard of 0.070 ppm.

3.2.1.4 Plan Area Setting

Existing Conditions

Existing Plan Area air quality emissions were calculated using the California Emissions Estimator Model (CalEEMod) and are presented below in **Table 3.2-3, Existing Plan Area Operational Emissions**.

Table 3.2-3
Existing Plan Area Operational Emissions

	Emissions in Pounds per Day					
Emissions Source	**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
Mobile Source	39.70	114	1,302	3.62	338	87.20
Area Source	955	67.60	1,865	4.08	224	220
Energy Source	1.21	21.10	12.40	0.13	1.67	1.67
Emissions Totals	**995.91**	**202.70**	**3,179.40**	**7.83**	**563.67**	**308.87**

*Source: Impact Sciences, Inc. See **Appendix 3.2** for CalEEMod data.*

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiovascular diseases.[1]

Residential areas are considered sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Children are considered more susceptible to health effects of air pollution due to their immature immune systems and developing organs.[2] As such, schools are also considered sensitive receptors, as children are present for extended durations and engage in regular outdoor activities. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Based on a

1 California Air Resources Board, "Sensitive Receptor Assessment." Available online at: https://ww2.arb.ca.gov/capp-resource-center/community-assessment/sensitive-receptor-assessment, accessed August 8, 2024.

2 Office of Environmental Health Hazard Assessment and The American Lung Association of California, "Air Pollution and Children's Health." Available online at: https://oehha.ca.gov/air/air-pollution-and-childrens-health-fact-sheet-oehha-and-american-lung-association , accessed August 8, 2024.

review of the range of existing land uses in the Plan Area and vicinity, residences, schools, and hospitals/medical facilities have been identified as air quality sensitive receptors.

3.2.2 REGULATORY FRAMEWORK

Air quality within the SCAB is addressed through the efforts of various federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy making, education, and other programs. The agencies primarily responsible for improving the air quality within the SCAB include the U.S. Environmental Protection Agency (U.S. EPA), CARB, Southern California Association of Governments (SCAG), SCAQMD, and the City of Norwalk.

3.2.2.1 Federal Regulations

U.S. Environmental Protection Agency

The U.S. EPA is responsible for enforcing the federal Clean Air Act (CAA) and the National Ambient Air Quality Standards (NAAQS). These standards identify levels of air quality for seven criteria pollutants: ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable particulate matter (PM10), fine particulate matter (PM2.5), and lead (Pb). The prescribed levels are considered to be the maximum levels of ambient (background) air pollutants determined to be safe (with an adequate margin of safety) for public health and welfare.

The 1990 CAA Amendments were enacted to better protect the public's health and create more efficient methods of lowering pollutant emissions. The major areas of improvement addressed in the amendments include air basin designations, automobile/heavy-duty engine emissions, and toxic air pollutants. The U.S. EPA designates air basins as being in attainment or nonattainment for each of the seven criteria pollutants. Nonattainment air basins are ranked (marginal, moderate, serious, severe, or extreme) according to the degree of nonattainment. An air basin in nonattainment is then required to submit a State Implementation Plan (SIP) that describes how the state will achieve federal standards by specified dates. The Los Angeles County portion of the SIP consists of the South Coast Air Quality Management Plan (discussed later in this EIR section) and is governed by the South Coast Air Quality Management District. The extent of a given SIP depends on the severity of the air quality condition within the state or specific air basin. The status of the SCAB with respect to attainment with the NAAQS is summarized in **Table 3.2-4, National Ambient Air Quality Standards and Status – South Coast Air Basin**.

Table 3.2-4
National Ambient Air Quality Standards and Status South Coast Air Basin

Pollutant	Designation/Classification
Ozone (O_3)	Nonattainment
Carbon Monoxide (CO)	Attainment
Nitrogen Dioxide (NO_2)	Attainment
Sulfur Dioxide (SO_2)	Attainment
Respirable Particulate Matter (PM10)	Attainment
Fine Particulate Matter (PM2.5)	Non-Attainment
Lead (Pb)	Non-Attainment (Partial)[1]

Source: SCAQMD. 2016. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for the SCAB.
[1] The Los Angeles County portion of the SCAB is designated as a non-attainment area for the federal lead standard on the basis of source-specific monitoring at two locations as determined by U.S. EPA using 2007-2009 data. However, all stations in the SCAB, including the near-source monitoring in Los Angeles County, have remained below the lead NAAQS for the 2012 through 2015 period. The SCAQMD will request that the U.S. EPA re-designated the Los Angeles County portion of the SCAB as attainment for lead.

In response to rapid population growth and the associated rise in motor vehicle operations, the 1990 CAA Amendments addressed tailpipe emissions from automobiles, heavy-duty engines, and diesel fuel engines. The amendments established more stringent standards for hydrocarbons, nitrogen oxides (NO_X), and CO emissions in order to reduce the ozone and carbon monoxide levels in heavily populated areas. Under the 1990 Amendments, new fuels were required to be less volatile, contain less sulfur (particular to diesel fuels), and have higher levels of oxygenates (oxygen-containing substances to improve fuel combustion). The U.S. EPA also has regulatory and enforcement jurisdiction over emission sources beyond state waters (outer continental shelf), and sources that are under the exclusive authority of the federal government, such as aircraft, locomotives, and interstate trucking. Due to the lack of a substantial reduction in toxic emissions under the 1977 CAA, the 1990 CAA Amendments listed 189 hazardous air pollutants (HAPs), which are carcinogenic, mutagenic, and/or reproductive toxicants, to be reduced. This program (the 1990 CAA Amendments) involves locating all major (greater than 10 tons/year) and area emission sources and implementing Maximum Achievable Control Technology (MACT) to reduce HAP emissions and their associated health impacts.

3.2.2.2 State Regulations

California Clean Air Act of 1988

The California CAA of 1988 (CCAA) allows states to adopt ambient air quality standards and other regulations if they are at least as stringent as federal standards. CARB, a part of the California

Environmental Protection Agency (Cal EPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California, including setting the CAAQS. The CCAA, amended in 1992, requires all air quality management districts (AQMDs) in the state to achieve and maintain the CAAQS. The CAAQS are generally stricter than national standards for the same pollutants and has also established state standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles, for which there are no national standards. CARB also conducts research, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB also has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

California Ambient Air Quality Standards

The federal CAA permits states to adopt additional or more protective air quality standards if needed. California has set standards for certain pollutants, such as particulate matter and ozone, which are more protective of public health than respective federal standards. California has also set standards for some pollutants that are not addressed by federal standards. The state standards for ambient air quality are summarized in **Table 3.2-5, California Ambient Air Quality Standards**.

Table 3.2-5
California Ambient Air Quality Standards

Pollutant		Averaging Time	Level
Carbon monoxide		8 hours	9 ppm
		1 hour	20 ppm
Lead		30-day average	1.5 μg/m^3
Nitrogen dioxide		1 hour	0.180 ppm
		Annual	0.030 ppm
Ozone		8 hours	0.070 ppm
		1 hour	0.09 ppm
Particulate matter	PM2.5	Annual	12 μg/m^3
	PM10	24 hours	50 μg/m^3
		Annual	20 μg/m^3
Sulfur dioxide		1 hour	0.25 ppm
		24 hours	0.04 ppm
Sulfates		24 hours	25 μg/m^3
Hydrogen sulfide		1 hour	0.03 ppm
Vinyl chloride		24 hours	0.01 ppm

Source: California Air Resources Board. May 2016. Ambient Air Quality Standards. Available online at: https://www.arb.ca.gov/research/aaqs/aaqs2.pdf, accessed August 8, 2024.

California State Implementation Plan

The federal CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as a SIP. The SIP is a living document that is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The CAA Amendments dictate that states containing areas violating the NAAQS revise their SIPs to include extra control measures to reduce air pollution. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The U.S. EPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the U.S. EPA for approval and publication in the Federal Register.

California Air Toxics "Hot Spots" Information and Assessment Act (AB 2588)

The California Air Toxics Program is supplemented by the Air Toxics "Hot Spots" program, which became law (AB 2588, Statutes of 1987) in 1987. In 1992, the AB 2588 program was amended by Senate Bill 1731 to require facilities that pose a significant health risk to the community to perform a risk reduction audit and reduce their emissions through implementation of a risk management plan. Under this program, which is required under the Air Toxics "Hot Spots" Information and Assessment Act (Section 44363 of the California Health and Safety Code), facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks when present.

Typically, land development projects generate diesel emissions from construction vehicles during the construction phase, as well as some diesel emissions from small trucks during the operational phase. Diesel exhaust is mainly composed of particulate matter and gases, which contain potential cancer-causing substances. Emissions from diesel engines currently include over 40 substances that are listed by the U.S. EPA as hazardous air pollutants and by CARB as TACs. On August 27, 1998, CARB identified particulate matter in diesel exhaust as a TAC, based on data linking diesel particulate emissions to increased risks of lung cancer and respiratory disease.[3]

In March 2015, the OEHHA adopted "The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments" in accordance with the Health and Safety Code, Section 44300. The Final Guidance Manual incorporates the scientific basis from three earlier developed Technical Support

[3] Diesel exhaust is included within pollutants subject to the hotspot program. Please refer to OEHHA's Air Toxics Hot Spot Program Risk Assessment Guidelines. Available online at: https://oehha.ca.gov/air/crnr/notice-adoption-air-toxics-hot-spots-program-guidance-manual-preparation-health-risk-0, accessed August 8, 2024.

Documents to assess risk from exposure to facility emissions. The 2015 OEHHA Final Guidance has key changes including greater age sensitivity for children, decreased exposure durations, and higher breathing rate profiles. Because cancer risk could be up to three times greater using this new guidance, it may result in greater mitigation requirements, more agency backlog, and increased difficulty in getting air permits.

The CARB provides a computer program, the Hot Spots Analysis and Reporting Program (HARP), to assist in a coherent and consistent preparation of a Health Risk Assessment (HRA). HARP2, an update to HARP, was released in March 2015. HARP2 has a more refined risk characterization for HRAs and CEQA documents, incorporating the 2015 OEHHA Final Guidance.

3.2.2.3 Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Ventura, Orange, Riverside, San Bernardino, and Imperial Counties. SCAG develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast Air Quality management plans. As required by federal and state law, SCAG develops plans pertaining to transportation, growth management, hazardous waste management, housing, and air quality. SCAG data are used in the preparation of air quality forecasts and the conformity analysis included in the AQMP.

The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS charts a course for closely integrating land use and transportation so the region can grow smartly and sustainably. Adopted on September 3, 2020, the 2020–2045 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the NAAQS as set forth by the CAA. The new Connect SoCal 2024 was adopted on April 4, 2024. The Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region's shared goals of health, prosperity, accessibility, and connectedness through 2050, with a particular focus on system management, revitalization, and reuse, such as infill development and repurposing underutilized properties. Additionally, the Connect SoCal 2024 provides technical reports on active transportation,

aviation, congestion management, equity and environmental justice, goods movement, highways and arterials, housing land use, and transportation conformity.[4]

South Coast Air Quality Management District

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the SCAB. To that end, the SCAQMD, a regional agency, works directly with SCAG, county transportation commissions, and local governments, and cooperates actively with all State and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, monitors air quality, and provides regulatory enforcement through such measures as educational programs, monitors or fines, when necessary.

The SCAQMD is responsible for developing programs to reduce emissions from stationary, mobile, and indirect sources to meet national and state AAQS. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMP). The most recent of these was adopted by the Governing Board of the SCAQMD on December 2, 2022. This AQMP, referred to as the 2022 AQMP, was prepared to comply with the federal and state Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the SCAB, to meet national and state AAQS, and to minimize the fiscal impact that pollution control measures have on the local economy. The 2022 AQMP identifies the control measures that will be implemented over a 15-year horizon to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while population growth has occurred in the SCAB.

The future air quality levels forecast in the AQMP are based on several assumptions. For example, the SCAQMD assumes that new development in the SCAB will occur in accordance with population growth and transportation projections identified by SCAG in its most current RTP/SCS. The AQMP also assumes that development projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations, which are designed to address air quality impacts and pollution control measures. The AQMP acknowledges that the most significant air quality challenge in the Basin is to reduce NOX emissions sufficiently to meet the upcoming ozone standard deadlines.

The SCAQMD has also developed programs to attain and maintain the NAAQS and CAAQS. These include air quality rules and regulations for stationary sources, area sources, point sources, and certain mobile

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4 Southern California Association of Governments, *Connect SoCal 2024*, 2024. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf?1712261565, accessed April 17, 2024.

source emissions. The SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases. All projects within SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to the following:

- **Rule 401 Visible Emissions** – This rule prohibits an air discharge that results in a plume that is as dark as or darker than what is designated as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.

- **Rule 402 Nuisance** – This rule prohibits the discharge of "such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or 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."

- **Rule 403 Fugitive Dust** – This rule requires that future projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage piles, or disturbed surface area.

- **Rule 1113 Architectural Coatings** – This rule limits volatile organic compounds (VOCs) in architectural coatings used in the SCAQMD jurisdiction. These limits are application-specific and are updated as availability of low VOC products expands.

- **Rule 1168 Adhesive and Sealant Applications** – This rule reduces emissions of VOCs and eliminates emissions of chloroform, ethylene dichloride, methylene chloride, perchloroethylene, and trichloroethylene from the application of adhesives, adhesive bonding primers, adhesive primers, sealants, sealant primers, or any other primers.

- **Regulation XIII New Source Review** – This regulation contains Rules 1300 through 1325, which set forth pre-construction review requirements for new, modified, or relocated facilities, to ensure that the operation of such facilities does not interfere with progress in attainment of the NAAQS, and that future growth within SCAQMD is not unnecessarily restricted. The specific air quality goal of this regulation is to achieve no net increases from new or modified permitted sources of nonattainment air contaminants or their precursors.

- **Rule 1403, Asbestos Emissions from Demolition/Renovation Activities** - The purpose of this rule is to specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing

materials (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials. All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.

Toxic Air Contaminant Regulations

CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community" [Health and Safety Code Section 39666(f)]. The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds.

California has established a two-step process of risk identification and risk management to address the potential health effects from air toxic substances and protect the public health of Californians. In the first step (identification), CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified as a TAC in California. During this process, CARB and the OEHHA staff draft a report that serves as the basis for this determination. CARB staff assesses the potential for human exposure to a substance and the OEHHA staff evaluates the health effects. After CARB and the OEHHA staff hold several comment periods and workshops, the report is then submitted to an independent, nine-member Scientific Review Panel (SRP), who reviews the report for its scientific accuracy. If the SRP approves the report, they develop specific scientific findings, which are officially submitted to CARB. CARB staff then prepares a hearing notice and draft regulation to formally identify the substance as a TAC. Based on the input from the public and the information gathered from the report, CARB decides whether to identify a substance as a TAC. In 1993, the California Legislature amended the Toxic Air Contaminant Identification and Control Act by requiring CARB to identify 189 federal HAPs as state TACs.

In the second step (risk management), CARB reviews the emission sources of an identified TAC to determine if any regulatory action is necessary to reduce the risk. The analysis includes a review of controls already in place, the available technologies and associated costs for reducing emissions, and the associated risk.

The Air Toxics "Hot Spots" Information and Assessment Act (Health and Safety Code Section 44360) supplements the Toxic Air Contaminant Identification and Control Act by requiring a statewide air toxics inventory, notification of people exposed to a significant health risk, and facility plans to reduce these risks. The Hot Spots Act also requires facilities that pose a significant health risk to the community to reduce their risk through a risk management plan.

California's Diesel Risk Reduction Program

CARB identified particulate emissions from diesel-fueled engine TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program.

For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Diesel Advisory Committee approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase.

During the control measure phase, specific statewide regulations designed to further reduce diesel particulate matter (DPM) emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce DPM emissions.

3.2.3 THRESHOLDS OF SIGNIFICANCE

The following thresholds for determining the significance of impacts related to air quality are based on the environmental checklist form contained in Appendix G of the most recent update of the *State CEQA Guidelines*. Adoption and/or implementation of the Proposed Plan could result in significant impacts to air quality, if any of the following would occur:

- Conflict with or obstruct implementation of the applicable air quality plan,
- 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,
- Expose sensitive receptors to substantial pollutant concentrations, or

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

The *State CEQA Guidelines* (Section 15064.7) provide that, when available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make determinations of significance. The potential air quality impacts of the Proposed Plan are, therefore, evaluated according to thresholds developed by the SCAQMD, which are discussed below.

3.2.3.1 SCAQMD Thresholds

AQMP Consistency

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's 1993 CEQA Air Quality Handbook, and include the following:

- **Consistency Criterion No. 1**: The proposed project will not result in an increase in the frequency or severity of an existing air quality violation, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

- **Consistency Criterion No. 2:** The proposed project will not exceed the assumptions in the AQMP, or increments based on the years of the Proposed Plan build-out phase.

The SCAQMD recommends quantitative regional significance thresholds for temporary construction activities and long-term project operation in the SCAB, shown in **Table 3.2-6, SCAQMD Regional Significance Thresholds**.

Table 3.2-6
SCAQMD Regional Significance Thresholds

Pollutant	Construction Thresholds (Pounds per day)	Operational Thresholds (Pounds per day)
Volatile Organic Compounds (VOC)	75	55
Nitrogen Oxides (NO_x)	100	55
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO_x)	150	150
Respirable Particulates (PM10)	150	150
Fine Particulates (PM2.5)	55	55

Source: SCAQMD. 2023. South Coast AQMD Air Quality Significance Thresholds. Available at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25, accessed August 8, 2024.

Localized Significance Thresholds

In addition to the above regional thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the CEQA Air Quality Handbook (1993). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for NO_x, CO, PM10, and PM2.5. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), distance to the sensitive receptor, and project size. LSTs have been developed for emissions generated in construction areas up to five acres in size. However, LSTs only apply to emissions in a fixed stationary location and are not applicable to mobile sources, such as cars on a roadway. As such, LSTs are typically applied only to construction emissions because most operational emissions are associated with project-generated vehicle trips. **Table 3.2-7, SCAQMD LSTs for Construction Emissions in SRA 5,** shows the LST's for each pollutant for SRA 5 – Southeast LA County.

Table 3.2-7
SCAQMD LSTs for Construction Emissions in SRA 5

Criteria Pollutant[1]	Regional Threshold (Pounds Per Day)	On-Site Localized Thresholds (Pounds per Day)[2]		
		1 Acre	2 Acres	5 Acres
Construction				
Nitrogen Oxides (NOx)	100	80	114	172
Carbon Monoxide (CO)	550	571	861	1,480
Respirable Particulates (PM10)	150	4	7	14
Fine Particulates (PM2.5)	55	3	4	7
Operation				
Nitrogen Oxides (NOx)	55	80	114	172
Carbon Monoxide (CO)	550	571	861	1,480
Respirable Particulates (PM10)	150	1	2	4
Fine Particulates (PM2.5)	55	1	1	2

Source: South Coast Air Quality Management District. 2009. Final Localized Significance Threshold Methodology, Appendix C – Mass Rate LST Looks-Up Tables. Available at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2, accessed August 13, 2024.

Carbon Monoxide Hotspots

A CO hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal 1-hour standard of 35.0 parts per million (ppm) or the federal and State 8-hour standard of 9.0 ppm.

Toxic Air Contaminants

CARB's Air Quality and Land Use Handbook (2005) provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). SCAQMD published similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning (2005). Together, the CARB and SCAQMD guidelines recommend siting distances both for the development of sensitive land uses in proximity to TAC sources and for the addition of new TAC sources in proximity to existing sensitive land uses.

Odors

According to the SCAQMD CEQA Air Quality Handbook (1993) land uses associated with odor complaints include agricultural uses, wastewater treatment plants, chemical and food processing plants, composting, refineries, landfills, dairies, and fiberglass molding.

3.2.4 METHODOLOGY

Construction and operational criteria air pollutant emissions were calculated with CalEEMod and were compared to the SCAQMD's significance thresholds. Air quality impacts resulting from implementation of the Proposed Plan are analyzed at a programmatic level because information on specific development projects is not known for the Proposed Plan as a whole. The SCAQMD CEQA Air Quality Handbook states that the air quality assessment should be as comprehensive as possible at a programmatic level. In the absence of SCAQMD programmatic thresholds, the EIR evaluates broad air quality impacts and examines the Proposed Plan's consistency with the 2022 AQMP. Consistency with the AQMP would ensure compliance with regional and local air quality goals.

3.2.5 ENVIRONMENTAL IMPACTS

Impact AQ-1 Conflict with or obstruct implementation of the applicable air quality plan.

As part of its enforcement responsibilities, the U.S. EPA requires each state with nonattainment areas to prepare and submit a SIP that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

Drafted by the SCAQMD, the 2022 AQMP was developed in coordination with CARB, SCAG, and the U.S. EPA to establish a program of rules and regulations to reduce air pollutant emissions to achieves CAAQS and NAAQS. The AQMP's pollutant control strategies are based on SCAG's 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS).

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's 1993 CEQA Air Quality Handbook, and include the following:

- **Consistency Criterion No. 1**: The proposed project will not result in an increase in the frequency or severity of an existing air quality violation, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

- **Consistency Criterion No. 2**: The proposed project will not exceed the assumptions in the AQMP, or increments based on the years of the project build-out phase.

With respect to the first criterion, area air quality planning, including the AQMP, assumes that there will be emissions from new growth, but that such emissions may not impede the attainment and may actually contribute to the attainment of applicable air quality standards within the SCAB. Construction-related emissions from potential future projects under the Proposed Plan would be temporary in nature, lasting only for the duration of the construction period, and would not have a long-term impact on the region's ability to meet state and federal air quality standards. Furthermore, potential future projects resulting from implementation of the Proposed Plan will be required to comply with applicable SCAQMD rules and regulations for new or modified sources. For example, projects must comply with SCAQMD Rule 403 for the control of fugitive dust during construction. By meeting SCAQMD rules and regulations, future

construction activities within the Plan Area will be consistent with the goals and objectives of the AQMP to improve air quality in the SCAB.

With respect to the second criterion, the AQMP was prepared to achieve national and state air pollution standards within the region. A project that is considered to be consistent with the AQMP would not interfere with attainment of AQMP goals because the growth from the project is included in the regional projections used to formulate the AQMP. As previously stated, the 2022 AQMP utilizes regional projections included in the SCAG 2020-2045 RTP/SCS. At the time that the 2022 AQMP and the 2020-2045 RTP/SCS were adopted, the Proposed Plan could not have been accounted for, as the Plan had not been proposed or adopted yet. While the Plan was not factored into these regional projections used to formulate the AQMP, the Plan will help the City achieve housing and transportation goals promoted by the RTP/SCS. According to the 6th Regional Housing Needs Assessment (RHNA) for the City, which quantifies the need for housing within each jurisdiction during specified planning periods, the City needs to develop a total of 5,034 dwelling units, the County needs to develop 812,060 dwelling units, and the region needs to develop 1,341,827 units for the period of October 2021 through October 2029.[5] Implementation of the Proposed Plan is anticipated to result in an increase of 3,087 residential units and a net reduction of 275,747 square feet of commercial uses, 18,310 square feet of industrial uses, and 53,011 square feet of institutional uses. The Proposed Plan would provide a considerable contribution to the projected needs established in the RHNA for the City, the County, and the region as a whole. Implementation of the Proposed Plan would maximize underutilized parcels that are in proximity to employment centers and transportation due to the Plan Area's location within a High-Quality Transit Corridor.[6] Furthermore, the Proposed Plan meets the goals and policies established within the City's Housing Element to encourage an accommodation of variety of housing types to meet the existing and future needs of City residents.[7] Please refer to **Section 3.7, Land Use Planning**; **Section 3.9, Population and Housing;** and **Section 3.11, Transportation**, for a full discussion of the less-than-significant impacts associated with the Plan's growth and regional planning. As detailed therein, the Proposed Plan would not conflict with regional growth projections identified in the formulation of the AQMP. Thus, the Proposed Plan is also consistent with the second criterion. As the

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5 SCAG, *SCAG 6th Cycle Final RHNA Allocation Plan*, 2021. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/6th_cycle_final_rhna_allocation_plan_070121.pdf?1646938785, accessed July 17, 2024.

6 SCAG, *High-Quality Transit Corridors Interactive Map*, 2024. Available online at: https://maps.scag.ca.gov/portal/apps/experiencebuilder/experience/?data_id=dataSource_4-hqtc_2022by_route_updated_8131%3A43&id=97f9699f14654b3b8895c74846541f75&page=home, accessed July 17, 2024.

7 City of Norwalk, *City of Norwalk 2021-2029 Housing Element*, 2023. Available online at: https://www.norwalk.org/home/showpublisheddocument/28854/638361838696770000, accessed on April 17, 2024.

Proposed Plan is consistent with Criterion Nos. 1 and 2, it would not conflict with or obstruct implementation of any applicable air quality plan, and this impact is less than significant.

Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than Significant Impact.

Impact AQ-2 **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.**

Regional Construction Emissions

Criteria pollutants include O_3, CO, NO_2, PM10, PM2.5, SO_2, and lead. As shown in **Table 3.2-4 National Ambient Air Quality Standards and Status – South Coast Air Basin,** and **Table 3.2-5, California Ambient Air Quality Standards**, the SCAB is a non-attainment area for the federal standards for O_3 and PM2.5 and state standards for O_3, PM10, and PM2.5. The Los Angeles County portion of the SCAB is also designated non-attainment for lead. Because the Proposed Plan does not include any measurable sources of lead emissions, this pollutant is not discussed further in this analysis. Therefore, this analysis focuses on air quality impacts related to those criteria pollutants for which the region is nonattainment, which are O_3, PM10, and PM2.5.

Construction activities associated with Proposed Plan include the following: demolition, grading, construction worker travel to and from the Plan Area, delivery and hauling of construction supplies and debris to and from the Plan Area, and fuel combustion by on-site construction equipment. These activities would generate emissions of ozone precursors (ROG and NO_x), CO, and dust (PM10, and PM2.5). Construction activity associated with implementation of the Plan has the potential to create air quality impacts through emissions produced by the use of heavy-duty construction equipment and by vehicle trips generated by construction worker commuting, construction vendor material deliveries, and haul truck trips

to and from individual development sites within the Plan Area. Fugitive dust (PM10 and PM2.5) emissions would primarily result from demolition and site preparation (e.g., grading) activities. NO_X emissions, a precursor emission to ozone for which the SCAB is also designated nonattainment, would primarily result from the use of construction equipment. During the finishing phase, paving operations and the application of architectural coatings (e.g., paints) and other building materials would release VOCs, the other precursor emission to O_3. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

Construction emissions were estimated for equipment exhaust emissions and truck trips for a number of example individual construction projects using CalEEMod. Equipment emission factors in CalEEMod are based on CARB data. CalEEMod can include worker and vendor trip lengths based on the Metropolitan Planning Organization (MPO), in this case SCAG, which is in turn based on the local Transportation Analysis Zone data aggregated to the SCAG jurisdictional boundary. Architectural coating emissions are qualitatively discussed because it would be speculative to quantify the size of buildings to be coated. Without specific projects to model in CalEEMod, the construction assumptions used in the model provide a range of construction emissions. This analysis identified four scales of intensity with respect to equipment usage and truck trips, as itemized below.

- Example 1: crew of 10 workers, two pieces of heavy-duty equipment, and 25 truck trips per day
- Example 2: crew of 20 workers, four pieces of heavy-duty equipment, and 50 truck trips per day
- Example 3: crew of 50 workers, eight pieces of heavy-duty equipment, and 100 truck trips per day
- Example 4: crew of 100 workers, 10 pieces of heavy-duty equipment, and 150 truck trips per day

These crew sizes, equipment inventories, and truck volumes are representative of a reasonable range of construction activity intensity for individual projects which could occur under the Proposed Plan. However, they represent a conservative estimation of emissions as in practice many urban infill sites available for redevelopment may not be able to accommodate six, eight or ten pieces of equipment. Further, many sites could be redeveloped as adaptive reuse which would require less exterior work than ground up construction. Maximum daily regional and localized emissions were quantified for these construction scenarios and assessed in the context of the SCAQMD significance thresholds. It is not practicable to estimate the incremental change in daily off-road equipment activity or daily vehicle miles traveled (VMT) associated with construction projects within the Plan Area resulting from implementation of the Proposed Plan with any reasonable degree of accuracy. The analysis of emissions from reasonably expected construction projects under implementation of the Proposed Plan assumes a baseline of zero for daily criteria pollutants emissions, which is extremely conservative given that there are generally construction projects going on in the City and Plan Area at any given time.

SCAQMD's Rule 403, Fugitive Dust, is a control requirement for preventing, mitigating, and controlling the release of airborne particulate matter emissions from earth moving activities. It is mandatory for all construction projects in the SCAB to comply with Rule 403 or face violations that would incur fines. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would help reduce PM2.5 and PM10 emissions associated with construction activities.

Predicted maximum daily construction-generated emissions for projects which would occur under the Proposed Plan are summarized in **Table 3.2-8, Construction-Related Criteria Pollutant and Precursor Emissions – Maximum Pounds per Day.** As shown in **Table 3.2-8**, the peak daily emissions generated under example construction scenarios anticipated for the construction of the Proposed Plan would not exceed any of the regional emission thresholds recommended by the SCAQMD. However, it is unknown the number and location of individual construction projects that could occur under the Proposed Plan. Since details regarding individual projects under the Proposed Plan are not available, it is reasonable to assume that multiple projects under the Proposed Plan could occur simultaneously. Therefore, while none of the example construction scenarios analyzed below would exceed any regional thresholds on their own, when multiple projects are constructed simultaneously, impacts from future construction associated with implementation of the Proposed Plan could result in a cumulatively considerable net increase of a criteria air pollutant for which the region is in nonattainment. As such, construction impacts are conservatively considered potentially significant, and mitigation is required (see **Mitigation Measures AQ-1** through **AQ-8**).

Table 3.2-8
Construction-Related Criteria Pollutant and Precursor Emissions – Maximum Pounds per Day

Example Scenarios - Daily Activity[1]	Pounds per Day					
	ROG	NOx	CO	SOx	PM10	PM2.5
2 Pc. Heavy-Duty Equipment, 25 Truckloads	7.11	13.20	12.10	0.03	3.90	1.99
4 Pc. Heavy-Duty Equipment, 50 Truckloads	7.11	22.50	20.80	0.04	6.86	3.67
8 Pc. Heavy-Duty Equipment, 100 Truckloads	7.26	47.50	42.90	0.11	14.80	7.80
10 Pc. Heavy-Duty Equipment, 150 Truckloads	7.44	61.80	57.00	0.15	19.40	9.75
Regional Significance Threshold	***75***	***100***	***550***	***150***	***150***	***55***
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

[1] *Equipment exhaust was estimated conservatively assuming eight hour per day of operation.*

Regional Operational Emissions

Emissions for the Proposed Plan would be comprised of mobile source emissions, area source emissions, and emissions associated with energy consumption. The operational emissions associated with implementation of the Proposed Plan by 2040 are shown in **Table 3.2-9, Estimated Operational Emissions**. Future emissions from the Proposed Plan were compared to existing conditions emissions as well as future conditions without the Proposed Plan. As shown, the thresholds of significance under the Future 2040 With Plan Compared to Existing Conditions scenario are exceeded for criteria pollutants ROG, CO, PM10, and PM2.5. The Future 2040 With Plan compared to the Future 2040 Without Plan scenario exceeds thresholds established for criteria pollutants ROG, NOx, CO, PM10, and PM2.5.

Table 3.2-9
Estimated Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM10	PM2.5
Future (2040) With Plan						
Mobile Source	27.00	49.80	840	2.81	320	82.00
Area Source	1,817	133	3,596	8.09	444	436
Energy Source	1.89	32.80	17	0.21	2.62	2.62
Emissions Totals	**1,845.89**	**215.60**	**4,453**	**11.11**	**766.62**	**520.92**
Future (2040) Without Plan						
Mobile Source	28.60	52.60	868	2.89	326	83.60
Area Source	955	67.50	1,867	4.08	224	220
Energy Source	1.21	21.10	12.40	0.13	1.67	1.67
Emissions Totals	**984.81**	**141.20**	**2,747.40**	**7.10**	**551.67**	**305.27**
Future (2040) With Plan Compared to Existing Conditions						
Existing Emissions (**Table 3.2-3**)	**995.91**	**202.70**	**3,179.40**	**7.83**	**563.67**	**308.87**
Net Emissions	**849.98**	**12.90**	**1,273.60**	**3.28**	**202.95**	**194.05**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceeds Threshold?	Yes	No	Yes	No	Yes	Yes
Future (2040) With Plan Compared to Future (2040) Without Plan						
Net Emissions	**861.08**	**74.40**	**1,705.6**	**4.10**	**214.95**	**215.65**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceeds Threshold?	Yes	Yes	Yes	No	Yes	Yes

*Source: Impact Sciences, Inc. See **Appendix 3.2** for Air Quality Data.*
Notes: Totals in table may not add exactly due to CalEEMod rounding. Emissions presented are the highest of the winter and summer modeled emissions.

Public Health

On December 24, 2018, the California Supreme Court published its opinion on the *Sierra Club et al. v. County of Fresno et. al.* (Case No. S219783), which determined that an environmental review must adequately analyze a project's potential impacts and inform the public how its bare numbers translate to a potential

adverse health impact or explain how existing scientific constraints cannot translate the emissions numbers to the potential health impacts.

Criteria air pollutants are defined as those pollutants for which the federal and state governments have established air quality standards for outdoor or ambient concentrations to protect public health. The national and state ambient air quality standards have been set at levels to protect human health with a determined margin of safety.[8] As discussed previously, the SCAB is in state non-attainment for PM2.5, PM10, and Ozone (O_3) and federal non-attainment for PM2.5 and O_3. Therefore, an increase in emissions of particulate matter or ozone precursors (ROG and NOx) has the potential to push the region further from reaching attainment status and, as a result, are the pollutants of greatest concern in the region.

As shown in **Table 3.2-9** Estimated Operational Emissions**,** net emissions from implementation of the Proposed Plan compared to existing conditions operations would exceed SCAQMD regional thresholds of significance for ROG, CO, and PM10, and PM2.5. However, it should be noted the thresholds of significance developed by the SCAQMD are not sensitive to property or project size, or the type of project. As this programmatic analysis projects future emissions under the 2040 horizon year buildout for the Specific Plan Area as whole, exceedance of the SCAQMD's project-level thresholds is anticipated and is not indicative of future health risks. No specific development projects are proposed at this time and the actual level of future development in the Plan Area and associated emissions may be lower than shown herein. It should also be noted that each individual project considered under Specific Plan buildout would be substantially smaller in size compared to the assumptions under full Specific Plan buildout, and individual projects would likely not exceed regional operational project-level thresholds. Also discussed previously, the Specific Plan would not conflict with or obstruct implementation of the AQMP, which has been prepared to achieve the national and state air pollution standards set at levels to protect human health. Therefore, public health impacts associated with air quality would be less than significant.

In addition, as shown in **Appendix 3.2** to this Draft EIR, it should be noted that the exceedance of thresholds under future year operations of the Plan are largely attributed to area sources such as consumer products and natural gas consumption. This analysis conservatively assumed that all existing and future uses under Plan buildout may utilize natural gas. If future development under Plan buildout would limit use of natural gas consumption, the air quality emissions presented herein would be reduced accordingly.

Future review of individual projects by the City should consider strategies to reduce operational emissions to the maximum extent possible (see **Mitigation Measure AQ-9**). While it is noted that implementation of the Proposed Plan would result in a reduction in VMT per service which reduces mobile source emissions,

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8 SCAQMD, *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, May 6, 2005.

implementation of **MM AQ-9** would ensure that during case-by-case review of individual projects, the City will consider the application of strategies to reduce mobile emissions to the maximum extent feasible.

Significance Before Mitigation

Impacts with respect to regional construction and operational emissions would be potentially significant.

Mitigation Measures

Construction Mitigation

As shown in **Table 3.2-8,** implementation of the Plan does not exceed emissions thresholds established by the SCAQMD. However, if a project being developed under the Plan is larger than what was analyzed in this EIR or if multiple projects are being developed concurrently, the City may require the implementation of any or all of mitigation measures **AQ-1** through **AQ-8**. Regarding operational emissions, potentially significant impacts occur related to area sources and consumer products, not mobile sources.

MM AQ-1 Dust Control Compliance with SCAQMD Rule 403

a. **Applicability Threshold:** Any project whose Ground Disturbance Activities construction activities involve the use of construction equipment and require a permit from City of Norwalk Community Development Department.

b. **Standard:** Consistent with SCAQMD Rule 403, best available dust control measures shall be implemented during Ground Disturbance Activities and active construction operations capable of generating dust.

MM AQ-2 Equipment Maintenance

a. **Applicability Threshold**: Any project whose construction activities involve the use of construction equipment and require a permit from City of Norwalk Community Development Department.

b. **Standard**: Maintain construction equipment in good, properly tuned operating condition, as specified by the manufacturer, to minimize exhaust emissions. Documentation demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications shall be maintained per the proof of compliance requirements for a minimum of five years after the Certificate of Occupancy is issued.

All construction equipment shall achieve emissions reductions that are no less than what could be achieved by a Tier 4 Interim diesel emission control strategy for a similarly sized engine as defined by CARB regulations.

MM AQ-3 Vehicle Idling Limit and Notification Signs

a. **Applicability Threshold:** Any project whose construction activities involve the use of construction equipment and require a permit from City of Norwalk Community Development Department.

b. **Standard:** Vehicle idling during construction activities shall be limited to five minutes as set forth in the California Code of Regulations, Title 13, Section 2449. Signs shall be posted in areas where they will be seen by vehicle operators stating idling time limits.

MM AQ-4 Non-Diesel Fueled Electrical Power

a. **Applicability Threshold**: Any project whose construction activities involve the use of construction equipment and require a permit from City of Norwalk Community Development Department.

b. **Standard**: Electricity from power poles rather than temporary gasoline or diesel-powered generators shall be used to the extent available and feasible.

MM AQ-5 Emissions Standards for Off-Road Construction Equipment Greater than 50 Horsepower

a. **Applicability Threshold:** Any project whose construction activities involve the use of construction equipment, require a permit from City of Norwalk Community Development Department., and involve at least 5,000 cubic yards of on-site cut/fill on any given day.

b. **Standard:** All off-road diesel-powered construction equipment equal to or greater than 50 horsepower shall meet the U.S. Environmental Protection Agency's (U.S. EPA) Tier 4 emission standards during construction. Operators shall maintain records of all off-road equipment associated with Project construction to document that each piece of equipment used meets these emission standards per the proof of compliance requirement for a minimum of five years after the Certificate of Occupancy is issued.

In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook may be provided by the Applicant or Owner demonstrating that project construction activities would not exceed the SCAQMD's regional and localized construction thresholds.

MM AQ-6 Use of Low Polluting Fuels

a. Applicability Threshold: Any project whose construction activities involve the use of construction equipment, require a permit from City of Norwalk Community Development Department, and involve at least 5,000 cubic yards of on-site cut/fill on any given day.

b. Standard: Construction equipment less than 50 horsepower shall use low polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline).

In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook may be provided by the Applicant or Owner demonstrating that project construction activities would not exceed the SCAQMD's regional and localized construction thresholds.

MM AQ-7 Emission Standards for On-Road Haul Trucks

a. Applicability Threshold: Any project whose construction activities involve the use of construction equipment, require a permit from City of Norwalk Community Development Department, and involve more than 90 round-trip haul truck trips on any given day for demolition debris and import/export of soil.

b. Standard: Construction haul truck operators for demolition debris and import/export of soil shall use trucks that meet the California Air Resources Board's (CARB) 2010 engine emissions standards at 0.01 g/bhp-hr. of particulate matter (PM) and 0.20 g/bhp-hr. of nitrogen oxides (NOX) emissions. Operators shall maintain records of all trucks associated with Project construction to document that each truck used meets these emission standards per the proof of compliance requirements in Subsection I.D.6.

In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook may be provided by the Applicant or Owner demonstrating that project construction activities would not exceed the SCAQMD's regional and localized construction thresholds.

MM AQ-8 Routes for On-Road Haul Trucks

a. Applicability Threshold: Any project whose construction activities involve the use of construction equipment and require a permit from City of Norwalk Community Development Department..

b. Standard: Construction contractors shall reroute construction trucks away from congested streets or Sensitive Uses, as feasible. The burden of proving that compliance is infeasible shall be upon the Applicant or Owner. Where avoiding Sensitive Uses and congested streets altogether is infeasible, routing away from Sensitive Uses shall be prioritized over routing away from congested streets.

Operational Mitigation

As discussed earlier, implementation of the Plan could result in potentially significant impacts from area sources and consumer products, since operational emissions from mobile sources are shown to decrease with or without the Plan. Nevertheless, opportunities to reduce mobile emissions are encouraged. The application of the strategies included in **MM AQ-9** would contribute to further reductions in operational mobile emissions.

MM AQ-9 During case-by-case review of individual projects, the City shall consider the application of the following strategies to reduce mobile emissions to the maximum extent feasible:

- Provide preferential carpool/vanpool parking spaces for office uses.
- Provide for shuttle/mini bus services for hotel uses.
- Provide onsite child-care centers.
- Provide transit design features within development.
- Develop park-and-ride lots.
- Employ a transportation/rideshare coordinator at commercial uses.
- Implement a rideshare program.
- Provide incentives for employees to rideshare or take public transportation.
- Provide bicycle paths that link to an external network.
- Provide pedestrian facilities.
- Integrate affordable and below market rate housing.
- Provide electric vehicle charging.
- Reduce parking supply.
- Implement subsidized or discounted transit program.
- Implement bike-sharing program.

Significance After Mitigation

Construction

As previously mentioned, although construction emissions from the development of the Plan would not exceed the thresholds established by the SCAQMD, it is possible that a project that is larger than what was analyzed in this report could be proposed or multiple construction projects could take place at the same time. Without knowing the number or size of construction projects which could occur simultaneously, impacts would be considered significant and unavoidable. However, on a case-by-case analysis, should construction emissions exceed the thresholds established by the SCAQMD, the City may require the implementation of **Mitigation Measures AQ-1** through **AQ-8** to reduce construction emissions.

Operations

As previously discussed, full buildout of the Proposed Plan would result in an exceedance of the regional operational thresholds established by the SCAQMD. While exhaust emissions from mobile sources are generally expected to decrease over time as a result of statewide emissions reduction measures, and as evidenced in **Section 3.11, Transportation**, implementation of the Proposed Plan would reduce VMT per service population, mobile source emissions would be reduced compared existing conditions. The anticipated growth in housing development under the Proposed Plan would result in increased use of areas sources, such as consumer products and natural gas combustion. As previously mentioned, this analysis conservatively assumed that all existing and future uses utilize natural gas for appliances as well as for hearths. When compared to existing conditions, future development in the Plan Area could result in daily emissions of ROG from these sources that would exceed the SCAQMD regional significance threshold. Reasonably anticipated development in the Plan Area would also increase the use of consumer products, which is also a predominant contributor to operational ROG emissions. CARB continually applies increasingly stringent regulations on consumer products, and the emissions presented in this report represent highly conservative estimates of ROG emissions from area sources within reasonably anticipated development in the operational year of 2040. Additionally, area and energy-related increases in NOx and CO would be offset by the decrease in mobile sources emissions of NOx and CO.

As previously discussed, full buildout of the Proposed Plan would result in an exceedance of the regional operational thresholds established by the SCAQMD; however, it is important to note that these thresholds established by the SCAQMD are intended for the evaluation of individual development projects and not plan-level assessments. Therefore, exceedance of project-level thresholds is anticipated. Individual projects developed under the Proposed Plan would more than likely not exceed the project-level operational thresholds established by the SCAQMD. Despite this, there are still exceedances of SCAQMD thresholds

for criteria pollutants ROG, CO, PM10, and PM2.5 associated with operation of the Proposed Plan. Therefore, operational impacts are considered significant and unavoidable.

Impact AQ-3 Expose sensitive receptors to substantial pollutant concentrations.

Regarding health risks from existing emissions sources, the California Supreme Court ruling in *California Building Industry Association vs. Bay Area Air Quality Management District* (December 17, 2015) held that, "agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents. But when a proposed project's risks exacerbate those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the project's impact on the environment – and not the environment's impact on the project – that compels an evaluation of how future residents or users could be affected by exacerbated conditions." Assessing health risks from existing land uses equates to assessing the environment's impact on the project. The California Supreme Court ruled that this analysis would not be consistent with CEQA.

Localized Construction Emissions

The analysis of localized pollutant concentrations and possible exposures of nearby sensitive receptors that would result from construction activities under the Proposed Plans evaluated emissions of ozone precursors and criteria pollutants in the context of the air quality standards, and also considered TAC emissions and associated receptor exposures and health risks.

Criteria Pollutants and Ozone Precursors. As discussed under Significance Thresholds, the SCAQMD developed area specific LST screening values for mass daily emissions of NO_X, CO, PM10, and PM2.5 to assess the possibility of elevated criteria pollutant concentrations occurring at sensitive receptors during construction and operation of individual development projects. The LST values are specific to the SRA in which an individual project is located and are based on historical air quality conditions and proximity to the nearest sensitive receptor(s). The Proposed Plan is located in SRA 5 and it is reasonable to assume that some individual projects in the Proposed Plan would involve construction activity adjacent to existing and future sensitive receptors (e.g., residences and schools). However, the SCAQMD established in the PEIR for the 2022 AQMP that the LST screening methodology is not applicable to regional projects such as local general plans, specific plans, or air quality plans under the rationale that the details of the individual projects to implement these types of plans and their locations are not known at the time of plan

adoption.[9,10] A localized construction analysis would therefore be speculative for individual projects within the Plan Area given the lack of a comprehensive redevelopment schedule that would need to include programmatic construction locations and construction activities under the Proposed Plan. However, a qualitative evaluation of possible localized impacts was prepared for informational disclosure as a conservative approach.

Notwithstanding that potential pollutant emissions cannot be quantified at this stage of the planning process, the possibility exists that adjacent construction projects could collectively generate emissions of PM10 and/or PM2.5 in excess of the LST screening values presented in **Table 3.2-8** and create elevated particulate concentrations at nearby receptors remains. Pollutant concentrations are typically highest near sources of emissions (within a few hundred feet) and dissipate with distance. Thus, sensitive receptors in and adjacent to the Plan Area would be the most susceptible to emissions and concentrations of air pollutants resulting from construction activities that would occur with implementation of the Proposed Plan. Based on recent air quality data and SCAQMD research, particulate matter (PM10 and PM2.5) is the pollutant most likely to present possible public health concerns during construction within the Plan Area. Sources of particulate matter involved in construction activities would include exhaust from diesel-fueled equipment and trucks as well as fugitive dust generated by earth-moving and ground-disturbing activities. Fugitive dust emissions would be reduced through compliance with SCAQMD Rule 403 for activities requiring earthwork and material movement, such as demolition and grading, which would decrease the likelihood of PM10 and PM2.5 concentrations exceeding the CAAQS at sensitive receptor locations in and adjacent to the Plan Area. Compliance with and enforcement of regulatory measures to control emissions will reduce average emissions from off-road equipment and heavy-duty trucks over time as older units are phased out of the regional fleet inventory and newer equipment is introduced with engines meeting more stringent emissions standards.

The CARB maintains a statewide database of registered off-road equipment that has been tested and verified to comply with the tiers of emission control standards. The CARB 2020 in-use off-road equipment inventory analysis determined that off-road equipment with Tier 4 engines already represent the plurality of available units statewide,[11] with Tier 0–2 equipment promulgated to be phased out entirely by 2033

9 SCAQMD, *Final Localized Significance Methodology*, Revised July 2008.

10 SCAQMD, *Final Program Environmental Impact Report for the 2022 Air Quality Management Plan*, p. 4.2-21, November 2022.

11 CARB South Coast AQMP Mobile Source Working Group, *CARB Strategies for Reducing Emissions from Off-Road Construction Equipment*, January 27, 2021.

under the CARB 2020 Mobile Source Strategy.[12,13] Furthermore, as of January 2023, heavy-duty on-road trucks are required to meet 2010 U.S. EPA emissions standards in accordance with the CARB Truck and Bus Regulation. The CARB EMFAC mobile source emissions inventory estimates that regional fleet average running exhaust emissions would decrease by over 60 percent for NO_x and would decrease by over 80 percent for particulate matter by 2028 on a per-mile basis. Because off-road equipment and heavy-duty truck use during construction generate diesel exhaust—which constitutes approximately 70 percent of the total ambient cancer risk from air pollution in the greater Los Angeles region—nearby sensitive receptors could be affected by criteria pollutant and TAC emissions during construction of individual projects. Although localized emissions of NO_x and particulate matter during construction would be controlled through regulatory compliance, impacts related to localized criteria pollutant emissions would be potentially significant and unavoidable even with mitigation implemented since it is possible that multiple construction projects could occur simultaneously, possibly in proximity to each other and sensitive receptors.

Localized Operational Emissions

The operational LST methodology is applicable to projects where emission sources occupy a fixed location on specific project sites. LST methodology would typically not apply to the operational phase of a specific plan buildout because emissions for the programmatic sources are primarily generated by mobile sources travelling on local roadways over generally large distances or areas. LSTs would apply to the operational phase of a project if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site. For example, the LST methodology applies to operational projects such as warehouse/transfer facilities. As the operational component of the Proposed Plan buildout would occur across the Plan Area and primarily consist of residential development and associated mobile sources, an operational analysis against the LST methodology is not appropriate and this impact would be **less than significant.**

Carbon Monoxide (CO) Hotspots

The Proposed Plan would not result in potentially significant CO "hot spots" and a Plan-specific CO hotspots analysis is not required to reach this conclusion. It has long been recognized that CO exceedances ("hot spots") are caused by vehicular emissions, primarily when idling at intersections. Vehicle emissions standards have become increasingly more stringent in the last twenty years. With the turnover of older vehicles, introduction of cleaner fuels and implementation of control technology on industrial facilities, CO

12 CARB South Coast AQMP Mobile Source Working Group, *Development of Amendments to the In-Use Off-Road Diesel-Fueled Fleets Regulation*, June 15, 2021.

13 CARB, *2020 Mobile Source Strategy*, October 28, 2021.

concentrations for the SCAB are substantially below the California one-hour or eight-hour CO standards, and even very busy intersections do not have the potential to exceed the standard. As shown in **Table 3.2-2, Ambient Pollutant Concentrations**, SRA 5 has not exceeded either the federal or state one-hour CO standards in any of the most recent 3 years for which data is available. The maximum ambient one-hour and eight-hour CO levels recorded for SRA 5 is 4.5 ppm and 3.70 ppm, respectively. These levels are substantially below the one-hour and eight-hour California standards of 20.0 ppm and 9.0 ppm. Therefore, the Proposed Plan would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards. Impacts with respect to localized CO concentrations would be **less than significant.**

Toxic Air Contaminants

The primary sources of potential TACs associated with construction would result in the generation of DPM emissions from the use of off-road diesel equipment required for demolition, grading and excavation, paving, and other construction activities. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer. The use of diesel-powered construction equipment would be temporary and episodic (i.e., intermittent during the construction period). The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current methodology for conducting health risk assessments is associated with long term exposure periods (9, 30, and 70 years). Therefore, short-term construction activities would not generate a significant health risk associated with DPM. Additionally, SCAQMD CEQA guidance does not require preparation of a health risk assessment for short-term construction emissions. Furthermore, construction would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than 5-minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions.[14] For these reasons, the Proposed Plan would not expose sensitive receptors to substantial concentrations of air toxics, such as DPM during construction, and this impact is less than significant.

The greatest potential during long-term operations for exposure to TACs is from the use of heavy-duty diesel trucks and stationary generators that use diesel fuel. The Proposed Plan promotes the addition of new housing while reducing commercial, industrial, and institutional land uses. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides, etc.)

14 California Air Resources Board, *In-Use Off Road Diesel Fueled Fleets Regulation Overview*, Revised October 2016. Available online at: https://ww2.arb.ca.gov/sites/default/files/classic/msprog/ordiesel/faq/overview_fact_sheet_dec_2010-final.pdf , accessed August 8, 2024.

for the types of proposed land uses would be below thresholds warranting further study under the California Accidental Release Program. Furthermore, development under the Proposed Plan would be required to comply with SCAQMD Rule 1401 (New Source Review of Toxic Air Contaminants), which regulates new or modified facilities. For these reasons, the Proposed Plan operations would not expose nearby sensitive receptors to substantial amounts of air toxics and this impact would be **less than significant.**

Significance Before Mitigation

Impacts with respect to localized construction emissions would be potentially significant, and impacts with respect to localized operational emissions, CO Hotspots, and TAC emissions would be less than significant.

Mitigation Measures

See **Mitigation Measures AQ-1** through **AQ-8** provided above.

Significance After Mitigation

While **Mitigation Measures AQ-1** through **AQ-8** would reduce localized construction related emissions from the Proposed Plan, it is still possible that multiple construction projects could occur simultaneously, possibly in proximity to each other and sensitive receptors. Therefore, without knowing the number of construction projects which could occur simultaneously, impacts would be considered significant and unavoidable.

Impacts with respect to localized operational emissions, CO Hotspots, and TAC emissions would be less than significant and no mitigation measures are required.

Impact AQ-4 **Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.**

The SCAQMD CEQA Air Quality Handbook (1993) identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Plan does not propose any of these land use types, and the Plan would reduce industrial land uses in the Plan Area by approximately 18,310 square feet. As such, the Proposed Plan would not exacerbate existing odors by introducing substantive amounts of new odor sources within the Plan Area. Instead, the Proposed Plan aims to create pedestrian friendly mixed-use zones which would not include any of the land uses that have

been identified by the SCAQMD as odor sources. Development under the Proposed Plan would also be required to comply with SCAQMD Rule 402, Nuisance, to address any odors adversely affecting a number of people and industrial uses generating odors would continue to operate as required by SCAQMD permitting.

Construction activities associated with the Proposed Plan may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon buildout of the Proposed Plan. In addition, individual development projects under the Proposed Plan would be required to comply with the California Code of Regulations, Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would reduce the detectable odors from heavy-duty equipment exhaust. Development projects under the Proposed Plan would also be required to comply with the SCAQMD Rule 1113 – Architectural Coating, which would minimize odor impacts from ROG emissions during architectural coating. Any odor impacts to existing adjacent land uses would be short-term and not substantial. As such, the Proposed Plan would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and this impact would be less than significant.

Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than Significant Impact.

3.2.6 CUMULATIVE IMPACTS

As discussed in **Section 3.2.1, Environmental Setting**, the SCAB includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. Cumulative projects would include any reasonably anticipated development in the SCAB for regional air quality impacts.

AQMP Consistency. AQMP consistency is discussed under **Impact AQ-1**. As discussed therein, the Proposed Plan would not conflict with the 2022 AQMP. While the Proposed Plan was not factored into regional projections used to formulate the AQMP, the Proposed Plan will help the City achieve housing and transportation goals promoted by the RTP/SCS. Implementation of the Proposed Plan is anticipated to result in an increase of 3,087 residential units and a net reduction of 275,747 square feet of commercial uses, 18,310 square feet of industrial uses, and 53,011 square feet of institutional uses. The Proposed Plan would provide a considerable contribution to the projected needs established in the RHNA for the City as well as the County and the region as a whole. Implementation of the Proposed Plan would maximize underutilized parcels that are in close proximity to transportation. Thus, in this regional context, the Proposed Plan's growth projections would not be considered substantial. Therefore, implementation of the Proposed Plan would not conflict with the AQMP. Impacts related to AQMP consistency would be less than significant and would not be cumulatively considerable.

Criteria Pollutant Emissions for which the Region is Non-Attainment (Ozone, PM10 and PM2.5). In order to assess cumulative impacts of emissions, the SCAQMD recommends that projects be evaluated to determine whether they would be consistent with AQMP performance standards and project-specific emissions thresholds. In the case of the Proposed Plan, air pollutant emissions would be considered to be cumulatively considerable if the new sources of emissions exceed SCAQMD project-specific emissions thresholds. As discussed under **Impact AQ-2**, construction activities under the Proposed Plan could result in multiple construction projects simultaneously. Mitigation measures **AQ-1** through **AQ-8** would reduce construction related emissions to the extent feasible. However, without knowing the number of construction projects which could occur simultaneously, impacts would be significant and unavoidable and would be cumulatively considerable.

The nature of a Proposed Plan's analysis is cumulative in itself since it evaluates the potential for numerous individual projects to occur over the horizon year. SCAQMD indicates that projects that have significant impacts at a project level must also be determined to be significant at a cumulative level. As shown in **Table 3.2-9, Estimated Operational Emissions,** operational activities would exceed SCAQMD regional thresholds of significance for criteria pollutants ROG, NOx, CO, PM10, and PM2.5. Despite this, operational emissions assessed on a program level are not indicative of future health risks. Although no specific development projects are proposed at this time, future projects developed under the Proposed Plan would more than likely not exceed regional operational thresholds. While public health impacts associated with air quality would be less than significant, there are exceedances of SCAQMD thresholds for criteria pollutants ROG, CO, PM10, and PM2.5 associated with operation of the Proposed Plan. Therefore, operational impacts are considered significant and unavoidable and cumulatively considerable.

Sensitive Receptors and Substantial Pollutant Concentrations. As discussed under **Impact AQ-3**, impacts related to localized criteria pollutant emissions during construction would be ***significant and unavoidable*** as it is possible that multiple construction projects could occur simultaneously, possibly in proximity to each other and sensitive receptors. For these reasons, localized construction impacts would be considered cumulatively considerable. Since the operational component of the Proposed Plan would consist of an increase in residential land uses and associated mobile sources, localized operational impacts would be ***less than significant*** and would not be cumulatively considerable**.**

Odor. As indicated under **Impact AQ-4,** the Proposed Plan is not anticipated to facilitate the development of uses typically associated with odor complaints. All new development would be required to follow SCAQMD rules and permitting regulations. While construction activity can emit odors, construction activity has not been identified as a source of odor complaints. Accordingly, future development occurring under the Proposed Plan would not cause a construction-related odor nuisance. Impacts related to odors would be less than significant and would not be cumulatively considerable.

3.2.7 REFERENCES

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SCAQMD. *Final Localized Significance Methodology*. Revised July 2008.

3.3 CULTURAL, TRIBAL CULTURAL, & PALEONTOLOGICAL RESOURCES

INTRODUCTION

This section presents an overview of the existing cultural resource conditions within the boundaries of the Plan Area. It also discusses the potential impacts to Cultural Resources (i.e., historical resources and archeological resources), Tribal Cultural Resources, and paleontological resources as a result of construction and operation activities associated with the implementation of the Proposed Plan.

The following documents were referenced in the preparation of this, and are incorporated herein by reference:

- *City of Norwalk. City of Norwalk General Plan-Educational and Cultural Resources Element. February 29, 1996.*
- *City of Norwalk. Norwalk Entertainment District-Civic Center Specific Plan Draft Environmental Impact Report. July 2022.*

3.3.1 ENVIRONMENTAL SETTING

3.3.1.1 Ethnographic Background

The Plan Area and the City of Norwalk are located in the traditional territory of the Gabrieliño tribal group. Little is known about the early Native American peoples of this region.[1] They were replaced about 1,000 years ago by the Gabrielino (Tongva) who were semisedentary hunters and gatherers. The Gabrielino speak a language that is part of the Takic language family. Their territory encompassed a vast area, stretching from Topanga Canyon in the northwest, to the base of Mount Wilson in the north, to San Bernardino in the east, Aliso Creek in the southeast, and the Southern Channel Islands—in all, an area of more than 2,500 square miles. At European contact, the tribe consisted of more than 5,000 people living in various settlements throughout the area. Some of the villages could be quite large, housing up to 150 people.

The Gabrielino are considered to have been one of the wealthiest tribes and to have greatly influenced tribes they traded with. Houses were domed, circular structures thatched with tule or similar materials. The best-known artifacts were made of steatite and were highly prized. Many common everyday items were decorated with inlaid shell or carvings, reflecting an elaborately developed artisanship. The main food zones utilized were marine, woodland, and grassland. Villages were located near water sources

[1] Placeworks, *Norwalk Entertainment District – Civic Center Specific Plan Project Draft Environmental Impact Report*, July 2022. Available online at: https://www.norwalk.org/home/showpublisheddocument/27019/637921804832170000, accessed August 19, 2024.

necessary for the leaching of acorns, which was a daily occurrence. The principal game animals were deer, rabbit, jackrabbit, woodrat, mice, ground squirrels, antelope, quail, dove, ducks, and other birds.

3.3.1.2 Historical Background

Historic Period

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

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

The City of Norwalk was founded in 1869 by Atwood and Gilbert Sproul (Sproul Brothers) from Oregon. The Sproul Brothers purchased 463 acres of land at 11 dollars an acre in the area that came to be known as Corvalles, a version of the name "Corazón de los Valles," or Heart of the Valley. In 1873, the Sproul Brothers deeded 23 acres to the Anaheim Branch Railroad, stipulating that it would be used for a passenger stop, and Gilbert Sproul surveyed a town site. The next year the name was officially recorded as Norwalk. Over the next few decades, the town drew new residents and became a center of agriculture, especially the dairy industry.

Historical Landmarks

The City of Norwalk General Plan has identified four buildings with local historic importance: the Sproul Museum, Paddison Ranch Buildings, Darius David Johnston House, and Front Street Buildings (building

along Front Street, between San Antonio Drive and Clarkdale Avenue).[2] As shown in **Figure 3.3-1**, **Historic Landmarks within the Plan Area**, the Sproul Museum and the Front Street Buildings are located within the Plan Area. The City of Norwalk does not have a historic preservation ordinance or mechanisms by which buildings and other resources can be locally designated. Therefore, there are no local designation criteria.

The Sproul Museum is a stick style, Victorian farmhouse that was constructed in 1870.[3] It was constructed on the 463-acre land purchased by the Sproul Brothers in the 19th century, and sits in a large sycamore grove where the community's first town meetings were held. In 1964, a descendant of the Sproul family donated the land to the City of Norwalk and it became the centerpiece of a large historical park and museum showcasing the City's history.[4] The house was then relocated 100 yards from its previous location to its current location at 12237 Sproul Street, within the Plan Area.

The Front Street Buildings, built in the 1800s, are located on a residential street and are generally bound by San Antonio Drive, Clarkdale Avenue, Funston Avenue, and Firestone Boulevard. This area is currently used periodically for special events. The Front Street Buildings and adjacent buildings currently have a height of one to 2 stories (or between approximately 42 and 45 feet).

3.3.1.3 Paleontological Background

Paleontological resources include fossil remains, fossil localities, and formations that have produced fossil material. Paleontological resources are limited, nonrenewable, sensitive scientific resources, including fossils preserved either as impressions of soft (fleshy) or hard (skeletal) parts, mineralized remains of skeletons, tracks, or burrows, or other trace fossils, coprolites (fossilized excrement), seeds or pollen, and other microfossils from terrestrial, aquatic, or aerial organisms. Paleontological resources are not evenly distributed; the potential for fossil occurrence depends on the rock type exposed at the surface in a given area. Sedimentary rocks contain the bulk of fossils, although metamorphic rocks occasionally also contain fossils.

The City of Norwalk is located in the Central Block of the Los Angeles Basin and is underlain by Quaternary-aged alluvial deposits (Q) from the mid- to late-Pleistocene to the Holocene (as shown in

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2 City of Norwalk, *City of Norwalk General Plan*, Educational and Cultural Resources Element, February 1996. Available online at: https://www.norwalk.org/home/showpublisheddocument/20033/636561304572570000, accessed March 3, 2024.

3 City of Norwalk, "Historic Norwalk." Available online at: https://www.norwalk.org/city-hall/departments/recreation-park-services/historic-norwalk, accessed April 16, 2024.

4 Daphne, Reece. Historic houses of California. 1983.

Figure 3.3-2, **Local Geology Map**).[5] Quaternary older alluvium has a high paleontological resource potential because they have proven to yield scientifically significant vertebrate fauna. The Holocene-age young alluvial-fan deposits have been determined to have a low to high paleontological resource potential, increasing with depth.

3.3.1.4 Records Search Results

Literature searches of the California Historical Resources Information System (CHRIS) at the South-Central Coast Information Center (SCCIC) located at Fresno State University were conducted on July 9, 2024. The searches were conducted to identify previous cultural resources studies and previously recorded cultural resources within the Plan Area.

Previously Recorded Cultural Resources

The SCCIC records search identified two historic built environments recorded within the Plan Area. However, these resources were not determined to be eligible for the California Register of Historic Resources (CRHR) listing or National Register of Historic Places (NRHP) listing. The SCCIC records search found no archaeological resources that have been recorded within the Plan Area.

3.3.1.5 Sacred Land Files Search

The California Native American Heritage Commission (NAHC) defines the sacred lands as areas of traditional cultural significance to Native Americans, including places where religious ceremonies are practiced or that are central to their origins.[6] Impact Sciences requested a NAHC Sacred Lands File (SLF) search (**Appendix 3.3, Tribal Consultation**). The NAHC responded indicating search results were negative for cultural resources. In accordance with AB 52 and SB 18 the City provided notice to the following Native American groups: Gabrieliño Band of Mission Indians –Kizh Nation, the Gabrieliño/Tongva San Gabriel Band of Mission Indians, the Gabrieliño/Tongva Nation, Gabrieliño Tongva Indians of California Tribal Council, the Gabrieliño-Tongva Tribe, the Juaneno Band of Mission Indians Acjachemen Nation – Belardes, the Juaneno Band of Mission Indians Acjachemen Nation 84A, the Santa Rosa Band of Cahuilla Indians, and the Soboba Band of Lusseno Indians.

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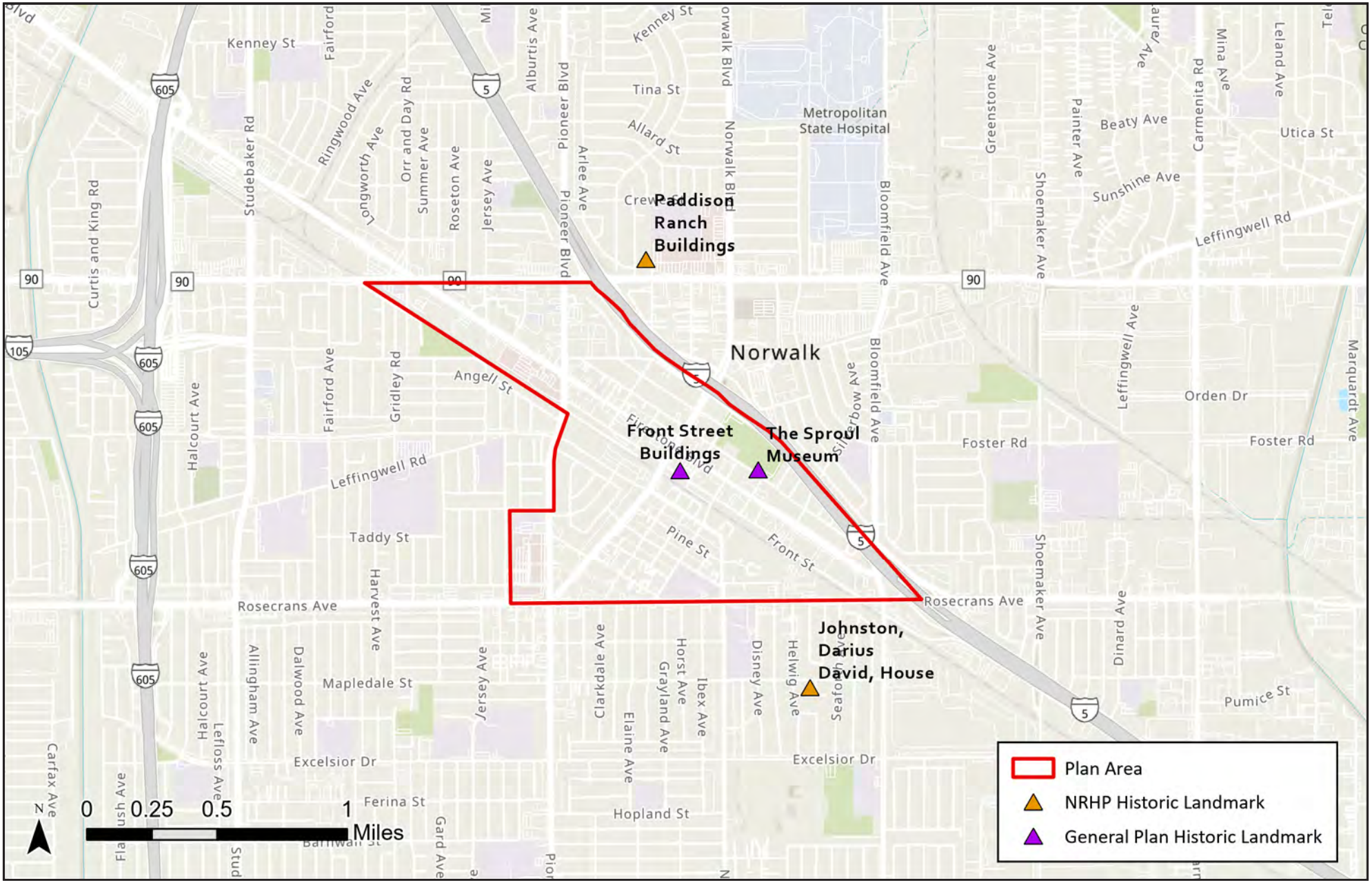
5 California Department of Conservation. "California Geological Survey." Available online at: https://maps.conservation.ca.gov/cgs/gmc/, accessed May 15, 2024.

6 State of California Native American Heritage Commission, "Understanding Cultural Resources." Available online at: https://nahc.ca.gov/native-americans/understanding-cultural-resources/#:~:text=Areas%20of%20Traditional%20Cultural%20Significance,resources%20by%20California%20State%20Law, accessed August 7, 2024.

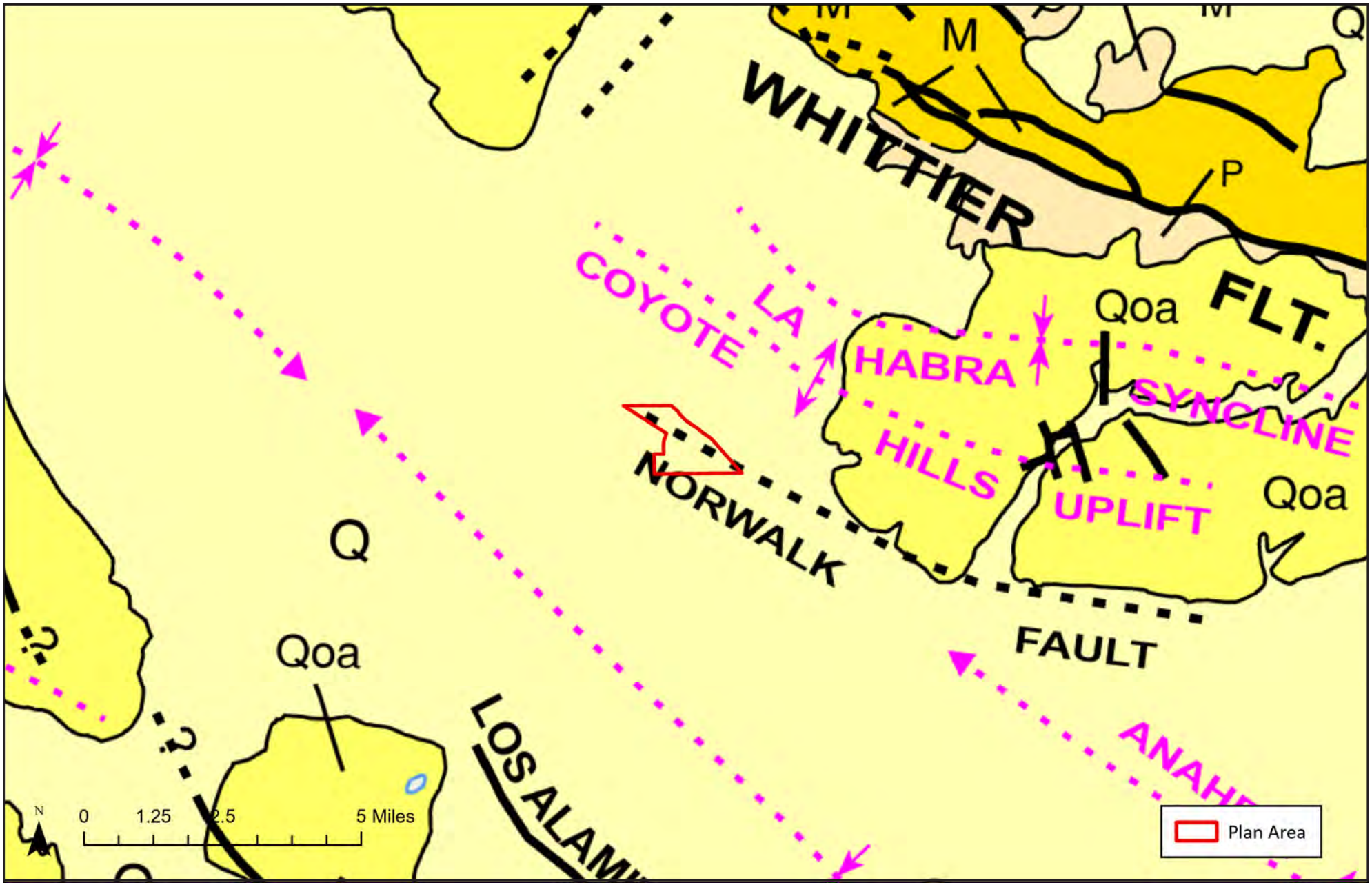


SOURCE: Esri, 2024; Norwalk General Plan, 1996; NRHP; 2024

FIGURE **3.3-1**

IMPACT SCIENCES

Historic Landmarks within the Plan Area



SOURCE: CGS, 2024; Esri, 2024

FIGURE **3.3-2**

IMPACT SCIENCES

Local Geology

1335.007•04/24

3.3.2 REGULATORY FRAMEWORK

Cultural Resources, Tribal Cultural Resources, and Paleontological Resources are regulated at the federal, State, and local levels as discussed below.

3.3.2.1 Federal

National Historic Preservation Act, Section 106

The National Historic Preservation Act (NHPA) of 1966 establishes the National Register of Historic Places (NRHP) and defines federal criteria for determining the historical significance of archaeological sites, historic buildings and other resources. To be determined eligible for the NRHP, a potential historic property must meet one of four historical significance criteria (listed below), and also must possess sufficient deposition, architectural, or historic integrity to retain the ability to convey the resource's historic significance. Resources determined to meet these criteria are eligible for listing in the NRHP and are termed historic properties. A resource may be eligible at the local, state, or national level of significance.

Properties are eligible for the NRHP if they possess integrity of location, design, setting, materials, workmanship, feeling, and association, and they meet the following criteria:

A. Criteria A- associated with events that have made a significant contribution to the broad patterns of our history;

B. Criteria B- associated with the lives of a person or persons of significance in our past;

C. Criteria C- embodies the distinctive characteristics of a type, period or method of construction, or represent the work of a master, or possess high artistic value, or represent a significant and distinguishable entity whose components may lack individual distinction; or

D. Criteria D- have yielded or may be likely to yield information important in prehistory or history.

A resource that lacks integrity or does not meet one of the NRHP criteria of eligibility is not considered a historic property under federal law, and effects to such a resource are not considered significant under the NHPA. Archaeological sites are generally evaluated under Criterion D, which concerns the potential to yield information important in prehistory or history.

Secretary of the Interior Standards for the Treatment of Historic Properties

Under the NHPA, the Secretary of the Interior is responsible for establishing professional standards and for providing guidance on the preservation of the nation's historic properties. The United States

Department of Interior develops national standards and guidelines for preserving, rehabilitating, restoring, and reconstructing historic properties. The *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* is intended to provide guidance to historic building owners and building managers, preservation consultants, architects, contractors, and project reviewers prior to beginning work.

The treatment Standards, developed in 1992, were codified as 36 CFR Part 68 in the July 12, 1995, Federal Register (Vol. 60, No. 133). Per 36 CFR Part 68, "one set of standards …will apply to a property undergoing treatment, depending upon the property's significance, existing physical condition, the extent of documentation available, and interpretive goals, when applicable. The Standards will be applied taking into consideration the economic and technical feasibility of each project."

The treatment Standards address four treatment procedures for impacted historic buildings: preservation, rehabilitation, restoration, and reconstruction. Options for the appropriate treatment for a historic building that may be impacted through building repair, alterations, and additions.

3.3.2.2 State Laws and Regulations

California Environmental Quality Act

Under CEQA, public agencies must consider the effects of their actions on both "historical resources" and "unique archaeological resources." Pursuant to California Public Resources Code (PRC) Section 21084.1, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." PRC 21083.2 requires agencies to determine whether a proposed project would have an effect on "unique archaeological resources."

"Historical resource" is a term of art with a defined statutory meaning (see PRC 21084.1 and *State CEQA Guidelines* Sections 15064.5(a) and 15064.5(b)). The term embraces any resource listed in or determined to be eligible for listing in the California Register of Historic Resources (CRHR). The CRHR includes resources listed in or formally determined eligible for listing in the NRHP, as well as some California State Landmarks and Points of Historical Interest.

Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the CRHR and are presumed to be "historical resources" for purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC 5024.1 and 14 CCR 4850). Unless a resource listed in a survey has been demolished or has lost substantial integrity, or there is a preponderance of

evidence indicating that it is otherwise not eligible for listing, a lead agency should consider the resource potentially eligible for the CRHR.

In addition to assessing whether historical resources potentially impacted by a proposed project are listed or have been identified in a survey process, lead agencies have a responsibility to evaluate them against the CRHR criteria prior to making a finding as to a proposed project's impacts to historical resources (PRC 21084.1 and *State CEQA Guidelines* Section 15064.5(a)(3)). In general, a historical resource, under this approach, is defined as any object, building, structure, site, area, place, record, or manuscript that:

A. Is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, or cultural annals of California; and

B. Meets any of the following criteria:

    1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

    2. Is associated with the lives of persons important in our past;

    3. 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

    4. Has yielded, or may be likely to yield, information important in prehistory or history (*State CEQA Guidelines* Section 15064.5(a)(3)).

These factors are known as "Criteria 1, 2, 3, and 4" and parallel Criteria A, B, C, and D under the NHPA (discussed earlier). The fact that a resource is not listed or determined to be eligible for listing does not preclude a lead agency from determining that it may be a historical resource (PRC 21084.1 and *State CEQA Guidelines* Section 15064.5(a)(4)).

CEQA also distinguishes between two classes of archaeological resources: archaeological sites that meet the definition of a historical resource, as described above, and "unique archaeological resources." Under CEQA, an archaeological resource is considered "unique" if it:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;

- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or

- Is directly associated with a scientifically recognized important prehistoric or historic event or person (PRC 21083.2(g)).

CEQA states that if a proposed project would result in an impact that might cause a substantial adverse change in the significance of a historical resource, then an environmental impact report (EIR) must be prepared, and mitigation measures should be considered. A "substantial adverse change" in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired (*State CEQA Guidelines* Section 15064.5(b)(1)).

The *State CEQA Guidelines* (Section 15064.5(c)) also provide specific guidance on the treatment of archaeological resources, depending on whether they meet the definition of a historical resource or a unique archaeological resource. If the site meets the definition of a unique archaeological resource, it must be treated in accordance with the provisions of PRC 21083.2.

State CEQA Guidelines Section 15126.4(b) sets forth principles relevant to means of mitigating impacts on historical resources. It provides as follows:

- Where maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of the historical resource will be conducted in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, Weeks and Grimmer, the project's impact on the historical resource shall generally be considered mitigated below a level of significance and thus is not significant.

- In some circumstances, documentation of a historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to a point where clearly no significant effect on the environment would occur.

- Public agencies should, whenever feasible, seek to avoid damaging effects on any historical resource of an archaeological nature. The following factors shall be considered and discussed in an EIR for a project involving such an archaeological site:

  – Preservation in place is the preferred manner of mitigating impacts to archaeological sites. Preservation in place maintains the relationship between artifacts and the archaeological context. Preservation may also avoid conflict with religious or cultural values of groups associated with the site.

- Preservation in place may be accomplished by, but is not limited to, the following:
  - Planning construction to avoid archaeological sites;
  - Incorporation of sites within parks, greenspace, or other open space;
  - Covering the archaeological sites with a layer of chemically stable soil before building tennis courts, parking lots, or similar facilities on the site.
  - Deeding the site into a permanent conservation easement.
- When data recovery through excavation is the only feasible mitigation, a data recovery plan, which makes provision for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. Archaeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 of the Health and Safety Code. If an artifact must be removed during project excavation or testing, curation may be an appropriate mitigation.
- Data recovery shall not be required for an historical resource if the lead agency determines that testing or studies already completed have adequately recovered the scientifically consequential information from and about the archaeological or historical resource, provided that the determination is documented in the EIR and that the studies are deposited with the California Historical Resources Regional Information Center.

Section 15064.5(f) deals with potential discoveries of cultural resources during project construction. That provision states that, "[a]s part of the objectives, criteria, and procedures required by Section 21082 of the Public Resources Code, a lead agency should make provisions for historical or unique archaeological resources accidentally discovered during construction. These provisions should include an immediate evaluation of the find by a qualified archaeologist. If the find is determined to be an historical or unique archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation should be available. Work could continue on other parts of the building site while historical or unique archaeological resource mitigation takes place.

State CEQA Guidelines Section 15064.5(e), requires that excavation activities be stopped whenever human remains are uncovered, and that the county coroner be called in to assess the remains. If the county coroner determines that the remains are those of Native Americans, the Native American Heritage Commission (NAHC) must be contacted within 24 hours. At that time, the lead agency must consult with the appropriate

Native Americans, if any, as identified in a timely manner by the NAHC. Section 15064.5 of the *State CEQA Guidelines* directs the lead agency (or applicant), under certain circumstances, to develop an agreement with the Native Americans for the treatment and disposition of the remains.

Senate Bill 18

Senate Bill (SB) 18 requires cities and counties to contact and consult with California Native American tribes prior to making land use decisions. The bill requires local governments to provide notice to tribes at certain key points in the planning process. These consultations and notice requirements apply to adoption and amendment of general plans (defined in Government Code §65300 et seq.). For projects proposed on or after March 1, 2005, the city or county shall conduct consultations with California Native American tribes that are on the contact list maintained by the NAHC for the purpose of preserving or mitigating impacts to places, features, and objects described in Sections 5097.9 and 5097.995 of the Public Resources Code that are located within the city or county's jurisdiction.

The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places. The purpose of involving tribes at these early planning stages is to allow consideration of cultural places in the context of broad local land use policy, before individual site-specific, project-level land use decisions are made by a local government.

Assembly Bill 52

AB 52, which was approved in September 2014 and became effective on July 1, 2015, requires that CEQA lead agencies consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of a proposed project, if so requested by the tribe. A provision of the bill, chaptered in CEQA Section 21084.2, also specifies that a project with an effect that may cause a substantial adverse change in the significance of a Tribal Cultural Resource (TCR) is a project that may have a significant effect on the environment.

Defined in Section 21074(a) of the Public Resources Code, TCRs are:

1. Sites, features, places, cultural landscapes, sacred places and objects with cultural value to a California Native American tribe that are either of the following:

    a. Included or determined to be eligible for inclusion in the CRHR; or

    b. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

TCRs are further defined under Section 21074 as follows:

a. A cultural landscape that meets the criteria of subdivision (a) is a TCR to the extent that the landscape is geographically defined in terms of the size and scope of the landscape; and

b. A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a TCR if it conforms with the criteria of subdivision (a).

Mitigation measures for TCRs must be developed in consultation with the affected California Native American tribe(s) pursuant to newly chaptered Section 21080.3.2, or according to Section 21084.3. Section 21084.3 identifies mitigation measures that include avoidance and preservation of TCRs and treating TRCs with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource.

3.3.2.3 Local Plans and Policies

City of Norwalk General Plan

Educational and Cultural Resources Element

Objectives

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

Policies

- Develop and maintain the appropriate environment to preserve historically or culturally important buildings, structures, sites, or neighborhoods.
- Foster public appreciation for the beauty and culture of the City and the accomplishments of its past reflected through its buildings, structures, sites, areas, neighborhoods and ethnic diversity.

Implementation Programs

- Support the undertaking of a survey of historic resources.
- Prepare an inventory of buildings, structures and sites which identifies the significance of the resource and important facts such as date of construction, architect, builder, physical appearance, etc.

3.3.3 IMPACTS AND MITIGATION MEASURES

3.3.3.1 Thresholds of Significance

The following thresholds for determining the significance of impacts related to cultural resources, including historical resources, TCRs, and paleontological resources are contained in the environmental checklist form contained in Appendix G of the most recent update of the *CEQA Guidelines*. Adoption and/or implementation of the Proposed Plan could result in significant impacts related to cultural resources, TCRs, and/or paleontological resources if any of the following would occur:

Impacts related to cultural resources are considered significant if the project would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- Disturb any human remains, including those interred outside of dedicated cemeteries.

Impacts related to TCRs are considered significant if the project would:

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

5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Impacts related to paleontological resources are considered significant if the project would:

- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

3.3.4 ENVIRONMENTAL IMPACTS

Cultural Resources

Impact CUL-1 Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.

As defined in Section 15064.5 of the CEQA Guidelines a, "[s]ubstantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." Future development resulting from implementation of the Proposed Plan may have a significant impact on historical resources if such activities would cause a substantial adverse change in the significance of a historical resource. Historical resources include properties designated in or eligible for listing in the CRHR or NRHP.

As stated above, SCCIC records search are two historic built environments within the Plan Area. However, these resources were not determined to be eligible for the CRHR or NRHP. Additionally, historic maps and aerial photographs indicate there are numerous properties that are of historic age and have the potential to be qualifying historical resources as defined by CEQA should they be determined to possess significant architectural and/or historical associations. Further, the Plan Area contains properties that either have or will pass the age threshold (50 years of age) generally signaling the need for evaluation over the life of the Proposed Plan.

The purpose of the Proposed Plan is to revitalize underutilized corridors, while preserving historical landmarks and buildings, within the Plan Area. As stated above, there are four historical buildings of local importance that are located within the City, two of which are located within the Plan Area: Sproul Museum and the Front Street Buildings. The Front Street Buildings are located within the Front Street Historic District, while the Sproul Museum is located within the Plan Area, but outside of the proposed Front Street Historic District.

The Proposed Plan allows for redevelopment within the properties that neighbor the Front Street Buildings within the Front Street Historic District without compromising its historical integrity. Allowed building

heights within the Front Street Historic District would be capped at three stories (or 45 feet) to maintain consistency with the historical scale of the Front Street Buildings within the Front Street Historic District, and the preservation of existing structures would be encouraged. Additionally, the Proposed Plan would prohibit residential uses along Front Street to preserve its vision of revitalizing the street as a commercial and entertainment hub.

Although there are no specific development projects associated with the Proposed Plan, implementation of the Proposed Plan would guide development in the Plan Area through the year 2040. As areas with future development opportunities age, the Plan Area may potentially contain additional historical resources in addition to those described above. Future development projects resulting from the implementation of the Proposed Plan may involve demolition or alteration of an identified resource, which could result in a change to that resource's defining features thereby resulting in a significant impact. Thus, significant historical resources could be adversely impacted by future development projects that require demolition or significant alteration of historic-age buildings and structures; impacts to historical resources under the Proposed Plan therefore have the potential to be significant.

The Secretary of the Interior's Standards for Rehabilitation generally guide the treatment of a historic building's significant spaces, features, materials, and environment. Buildings that are determined to be eligible for either the NRHP or CRHP are required to comply with Secretary of the Interior Standards when renovating or otherwise changing a property. While compliance with the SOI standard would reduce potential impacts to historic properties, to ensure that development within the Plan Area does not have a detrimental effect on historical resources, future development projects would be assessed on a project-by-project basis, to determine the age of the properties proposed to be impacted by project implementation. **Mitigation Measure MM CUL-1** would reduce impacts on historical resources to the extent feasible, because historical resources would be evaluated under each project application.

Significance Before Mitigation

Potentially significant impact.

Mitigation Measure

The following mitigation measure is required to mitigate potential future impacts to historic resources.

MM CUL-1 Historical Built Environment Studies

For projects where demolition of structures greater than 50 years is proposed, prior to the issuance of any demolition permits, the applicant shall prepare an inventory of buildings

proposed for demolition located on the project site. The project applicant, under the direction of the City, shall retain a historian or architectural historian who meets or exceeds the Secretary of Interior's Professional Qualifications Standards to document and evaluate the historical significance of the affected buildings or structures in accordance with CEQA. If such documentation and evaluation indicate that the building or structure qualifies as a significant historical resource, the resource shall be avoided, and significant features shall be preserved in place if feasible. If avoidance or preservation is not feasible, a Historical Resources Treatment Plan, or similar proposed plan, shall be prepared and implemented. Further documentation may be required and may include but is not limited to archival quality photographs, measured drawings, oral histories, interpretive signage, and/or other measures including, potentially, alteration of the resource in accordance with Secretary of the Interior's Standards or relocation of the resource.

As defined in the California Code of Regulations (CCR) Title 4(3) Section 15126.4 (b)(2), in some circumstances, documentation of a historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to point where clearly no significant effect on the environment would occur. In these cases, the Historical Resources Treatment Plan, or comparable plan, shall also evaluate the feasibility of retaining significant buildings or structures in their original locations and rehabilitating them according to the Secretary of the Interior's Standards and Guidelines for Rehabilitating Historic Buildings.

Significance After Mitigation

Implementation of **Mitigation Measure MM CUL-1** would reduce impacts to historical resources by requiring steps to identify resources and the preparation of a mitigation plan on a project-by-project basis. Compliance with **Mitigation Measure MM CUL-1** would reduce potential impacts to less than significant.

Impact CUL-2 **Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.**

Effects to archaeological resources are only known once a specific project has been proposed because they are highly dependent on both the individual project site conditions and the characteristics of the proposed ground-disturbing activity. As stated above, a Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search was conducted and the search results were negative indicating a low likelihood of

archeological resources in the Plan Area (**Appendix 3.3, Tribal Consultation**). However, site-specific information is not currently available. A records search conducted by the SCCIC found that there have been archaeological resources that have been identified within the Plan Area.

Ground-disturbing activities in those portions of the Plan Area that have not been subject to an archaeological investigation or where excavation depths exceed those previously attained have the potential to damage or destroy previously unknown prehistoric or historic period archaeological resources. Consequently, damage to or destruction of previously unknown archaeological resources could occur as a result of development under the Proposed Plan.

The Proposed Plan does not include any implementation programs or policies designed to reduce impacts to archaeological resources. In order to ensure that development in the Plan Area does not have a detrimental effect on archaeological resources, each individual development project would need to be assessed as it is proposed. Without mitigation, impacts would be potentially significant. **Mitigation Measure MM CUL-2** requires an archaeological resources study and the identification of project-specific mitigation measures for future projects facilitated by the Proposed Plan. **Mitigation Measure MM CUL-2** would reduce impacts to archaeological resources on a on a project-by-project basis by requiring identification and treatment of archaeological resources.

Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM CUL-2 Archaeological Resource Studies

Prior to any approval by the City for projects that involve any demolition, grading, trenching, or other ground disturbance, a Phase 1 Cultural Resources Study conducted by a qualified archaeologist meeting the Secretary of the Interior standards in archaeology shall be required. A Phase 1 study shall include a pedestrian survey of the project site to identify potential surficial archaeological resources and sufficient background archival research and field sampling to determine whether subsurface prehistoric or historic remains may be present. If the project site is completely paved and/or developed, a pedestrian survey may not be required. Archival research should include, at minimum, a records search conducted at the South Central Coast Information Center (SCCIC) and a Sacred Lands File (SLF) search conducted with the NAHC of the project site. If the Phase I does not indicate any archeological resources, no further study is required.

If the Phase I Report indicates potential for important archeological resources that may be eligible for CRHR, a Phase 2 report may be required if the identified resources cannot be avoided and preserved in place. Where preservation is not feasible, a Phase 2 evaluation for significance and eligibility for listing in the CRHR may be required. The Phase 2 evaluation shall include any necessary archival research to identify significant historical associations as well as mapping of surface artifacts, collection of functionally or temporally diagnostic tools and debris, and excavation of a sample of the cultural deposit to characterize the nature of the sites, define the artifact and feature contents, determine horizontal boundaries and depth below surface, and retrieve representative samples of artifacts and other remains.

Cultural materials collected from the sites shall be processed and analyzed in the laboratory according to standard archaeological procedures. The age of archaeological resources shall be determined using radiocarbon dating or other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the sites shall be evaluated according to the criteria of the CRHR. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication "Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)". Upon completion of the work, all artifacts, other cultural remains, records, photographs, and other documentation shall be curated at an appropriate curation facility. All fieldwork, analysis, report production, and curation shall be fully funded by the applicant.

If any of the resources meet CRHR significance standards, the City shall ensure that all feasible recommendations for mitigation of impacts are incorporated into the final design and any permits issued for development. Any necessary archaeological data recovery excavation shall be carried out by a Registered Professional Archaeologist according to a research design reviewed and approved by the City prepared in advance of fieldwork and using appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5 (1991), Guidelines for Archaeological Research Design, or the latest edition thereof.

As applicable, the final Phase 1 Inventory, Phase 2 Testing and Evaluation, Phase 3 Data Recovery reports shall be submitted to the City prior to final inspection of a construction permit.

Recommendations contained therein shall be implemented throughout all ground disturbance activities including, at minimum, requirements to follow for unanticipated archaeological discoveries during construction.

Significance After Mitigation

Implementation of **Mitigation Measure MM CUL-2** would reduce impacts to archeological resources to a less than significant level by requiring steps to identify resources and prepare a mitigation plan on a project-by-project basis.

Impact CUL-3 **Disturb any human remains, including those interred outside of dedicated cemeteries.**

The Plan Area does not include any locations identified as a formal cemetery and is not known to have been used for disposal of historic or prehistoric human remains, and human remains are not expected to be encountered during construction of the future development Projects. Mitigation MM CUL-3 would provide specific procedural and stop-work requirements for future development projects in the unlikely event that human remains are uncovered during ground-disturbing activities. With the implementation of Mitigation MM CUL-3, would reduce impacts to human remains on a project-by-project basis by requiring identification and handling requirement of any discovered of human remains.

Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM CUL-3 **Unanticipated Discovery of Human Remains**

Consistent with the regulatory provisions to address the handling of human remains in California Health and Safety Code § 7050.5, PRC § 5097.98, and CEQA Guidelines § 15064.5(e), in the event that human remains are discovered, it requires that disturbance of the site shall be suspended, encountered during site disturbance, grading, or other construction activities on the project site, the construction contractor shall halt work within 25 feet of the discovery. The Project Applicant shall immediately notify the City of Norwalk and the Los Angeles County Coroner. The coroner shall conduct an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the

treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative, in the manner provided in § 5097.98 of the PRC. The coroner is required to make a determination within two working days of notification of the discovery of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall consult with the NAHC by telephone within 24 hours, to designate a Most Likely Descendant (MLD) who shall recommend appropriate measures to the landowner regarding the treatment of the remains. If the owner does not accept the MLD's recommendations, the owner or the MLD may request mediation by the NAHC.

Significance After Mitigation

Implementation of **Mitigation Measure MM CUL-3** would reduce impacts to human remains on a project-by-project basis by requiring identification and handling requirement of any discovered of human remains.

Tribal Cultural Resources

Impact CUL-4 **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

i) Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code Section 5020.1(k), or

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

As required by AB 52, the City provided notice to tribes historically known to inhabit the area. As of the date of this Draft EIR, no tribes have requested consultation or notified the City of TCRs.

Although no TCRs are known to exist in the Plan area, development accommodated under the Proposed Plan may involve ground disturbance which has the potential to impact previously unidentified TCRs. If TCRs are encountered during construction activities, there is a potential to result in the destruction, damage, or loss of the TCRs. Ground-disturbing construction activities that could result in adverse impacts include demolition, grading, excavation, drilling, or any other activity that disturbs surface or subsurface deposits associated with TCRs. Given the potential to damage these unknown tribal cultural resources, impacts are considered significant without mitigation.

Significance Before Mitigation

Potentially significant impact.

Mitigation Measure

MM CUL-4 Unanticipated Discovery of Tribal Cultural Resources

In the event that a cultural resource of Native American origin is identified in the Plan Area during the implementation of **Mitigation Measure MM CUL-2** or during any project-related ground disturbance, the City of Norwalk, as Lead Agency, shall consult with local Native American tribes who have requested notification of projects under AB 52. If the City, in consultation with the local Native American tribe(s), determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with representatives of the Native American tribe(s). The mitigation plan may include but would not be limited to avoidance, capping in place, excavation and removal of the resource, interpretive displays, sensitive area signage, or other mutually agreed upon measures.[7]

Significance After Mitigation

Implementation of **Mitigation Measure MM CUL-3** would reduce impacts to tribal cultural resources to a less than significant level by requiring steps to identify resources and prepare a mitigation plan on a project-by-project basis.

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7 The consultation process remains ongoing through the Final EIR phase, and it is possible that additional mitigation measures may be identified specific to tribes, if requested

Paleontological Resources

Impact CUL-5 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Paleontological resources include fossil remains or traces of past life forms, including both vertebrate and invertebrate species, as well as plants. Paleontological resources are generally found within sedimentary rock formations.

The Plan Area is located in a highly urbanized area, which has been previously disturbed by past development activities and contains existing buildings, roadways, associated parking and other infrastructure. However, buildout of the Proposed Plan could involve grading and excavation to greater depths than previously undertaken. These activities could disturb unknown paleontological resources buried in site soils. In the event of an unexpected disturbance of such resources, significant impacts to paleontological resources could occur. In the event of an unexpected discovery, significant impacts to paleontological resources could occur. Implementation of **Mitigation Measure MM CUL-4** would mitigate any potential significant impacts.

Significance Before Mitigation

Potentially significant impact.

Significance Before Mitigation

MM CUL-5 Unanticipated Discovery of Paleontological Resources

In the event that paleontological resources are unearthed during ground-disturbing activities, the City of Norwalk Planning Division will be notified immediately, and all work will cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California PRC § 21083.2.

Significance After Mitigation

Implementation of **Mitigation Measure MM CUL-4** would reduce impacts to paleontological resources to a less than significant level by requiring steps to identify resources and prepare a mitigation plan on a project-by-project basis.

3.3.5 CUMULATIVE IMPACTS

Impacts upon cultural resources (including historical resources), TCRs, and paleontological resources tend to be site specific and are assessed on a site-by-site basis. Where such resources exist, implementation of the Proposed Plan together with other development in the City and region would result in an incremental adverse impact to cultural resources, TCRs, and paleontological resources. In this case, the cumulative impact would be to unknown cultural resources, TCRs, and paleontological resources. However, provided that proper mitigation, as defined by *State CEQA Guidelines* Section 15126.4(b), is implemented in conjunction with cumulative development in the area, no significant cumulative impacts are anticipated.

3.3.6 REFERENCES

California Department of Conservation. "California Geological Survey." Available online at: https://maps.conservation.ca.gov/cgs/gmc/, accessed March 3, 2024.

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3.4 GREENHOUSE GAS EMISSIONS

INTRODUCTION

This section discusses the global, national, and statewide conditions related to greenhouse gases (GHGs) and global climate change. This section also provides a discussion of the applicable federal, state, regional, and local agencies that regulate, monitor, and control GHG emission, potential GHG impacts from implementation of the Proposed Plan, and applicable mitigation measures. Calculations made to estimate GHG emissions associated with the Proposed Plan and supporting technical data are found in ***Appendix 3.2*** *of this Environmental Impact Report (EIR).*

3.4.1 ENVIRONMENTAL SETTING

3.4.1.1 Global Climate Change

Global Climate Change Background

Global climate change refers to any significant change in climate measurements, such as temperature, precipitation, or wind, lasting for an extended period (i.e., decades or longer).[1] Climate change may result from:

- Natural factors, such as changes in the sun's intensity or slow changes in the Earth's orbit around the sun;
- Natural processes within the climate system (e.g., changes in ocean circulation, reduction in sunlight from the addition of GHG and other gases to the atmosphere from volcanic eruptions); and
- Human activities that change the atmosphere's composition (e.g., through burning fossil fuels) and the land surface (e.g., deforestation, reforestation, urbanization, desertification).

In recent decades, changes in climate have caused impacts on natural and human systems on all continents and across the oceans. Impacts are due to observed climate change, irrespective of its cause, indicating the sensitivity of natural and human systems to changing climate.[2] Continuing changes to the global climate system and ecosystems, and to California, are projected to include:

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1 U.S. Environmental Protection Agency (U.S. EPA), "Greenhouse Gas Emissions and Removals." Available online at: https://www.epa.gov/ghgemissions/overview-greenhouse-gases, accessed August 13, 2024.

2 Intergovernmental Panel on Climate Change, *Climate Change 2013: The Physical Science Basis*, 2013. Available online at: https://www.ipcc.ch/report/ar5/wg1/, accessed August 13, 2024.

- Rapidly diminishing sea ice and mountain snowpack levels, thereby increasing sea levels and sea surface evaporation rates with a corresponding increase in tropospheric water vapor due to the atmosphere's ability to hold more water vapor at higher temperatures;[3]

- Rising average global sea levels primarily due to thermal expansion and the melting of glaciers, ice caps, and ice sheets;

- Changing weather patterns, including changes to precipitation, ocean salinity, and wind patterns, and more energetic aspects of extreme weather, including droughts, heavy precipitation, heat waves, extreme cold, and the intensity of tropical cyclones;

- Changing levels in snowpack, river flow and sea levels indicating that climate change is already affecting California's water resources;[4]

- Dry seasons that start earlier and end later, evoking more frequent and intense wildland fires;[5] and

- Increasing demand for electricity due to rising temperatures.[6]

The natural process through which heat is retained in the troposphere[7] is called the "greenhouse effect." Various gases in the Earth's atmosphere, classified as atmospheric greenhouse gases, play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere as short-wave radiation. It travels through the atmosphere without warming it and is absorbed by the Earth's surface. When the Earth re-emits this radiation back toward space, the radiation changes to long wave radiation. GHGs are transparent to incoming short wave solar radiation but absorb outgoing long wave radiation. As a result, radiation that otherwise would escape back into space is now retained, warming the atmosphere. This phenomenon is known as the greenhouse effect.

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3 Intergovernmental Panel on Climate Change, *Climate Change 2013: The Physical Science Basis,* 2013. Available online at: https://www.ipcc.ch/report/ar5/wg1/, accessed August 13, 2024.

4 California Environmental Protection Agency (Cal EPA), *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, 2010.

5 California Environmental Protection Agency (Cal EPA), *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, 2010.

6 California Environmental Protection Agency (Cal EPA), *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, 2010.

7 The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth's surface from 6 to 7 miles.

Greenhouse Gas Compounds

Global warming potential (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 1 ton of a gas will absorb over a given period of time, relative to the emissions of 1 ton of carbon dioxide (CO_2). CO_2, by definition, has a GWP of 1 regardless of the time period used, because it is the gas being used as the reference. CO_2 remains in the climate system for a very long time: CO_2 emissions cause increases in atmospheric concentrations of CO_2 that will last thousands of years. Methane (CH_4) is estimated to have a GWP of 28–36 over 100 years. CH_4 emitted today lasts about a decade on average, which is much less time than CO_2. But CH_4 also absorbs much more energy than CO_2. The net effect of the shorter lifetime and higher energy absorption is reflected in the GWP. Nitrous Oxide (N_2O) has a GWP 265–298 times that of CO_2 for a 100-year timescale. N_2O emitted today remains in the atmosphere for more than 100 years, on average. Chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), hydrochlorofluorocarbons (HCFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6) are sometimes called high-GWP gases because, for a given amount of mass, they trap substantially more heat than CO_2. (The GWPs for these gases can be in the thousands or tens of thousands.)[8]

California State law defines GHGs to include the following six compounds:

- **Carbon Dioxide** (CO_2) is released to the atmosphere when solid waste, fossil fuels (oil, natural gas, and coal), and wood and wood products are burned. CO_2 emissions from motor vehicles occur during operation of vehicles and operation of air conditioning systems.

- **Methane** (CH_4) is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from the decomposition of organic waste in solid waste landfills, raising livestock, natural gas and petroleum systems, stationary and mobile combustion, and wastewater treatment.

- **Nitrous Oxide** (N_2O) is emitted during agricultural and industrial activities, as well as during combustion of solid waste and fossil fuels. N_2O is also emitted from motor vehicles generally occurring from operation of vehicles.

- **Hydrofluorocarbons** (HFCs) are one of several GWP gases that are not naturally occurring and are generated from industrial processes. HFC (refrigerant) emissions from vehicle air conditioning systems occur due to leakage, losses during recharging, or release from scrapping vehicles at end of their useful life.

8 U.S. EPA. "Understanding Global Warming Potentials." Available online at: https://www.epa.gov/ghgemissions/understanding-global-warming-potentials, accessed August 13, 2024.

- **Perfluorocarbons** (PFCs) are another high GWP gas that are not naturally occurring and are generated in a variety of industrial processes. Emissions of PFCs are generally negligible from motor vehicles.

- **Sulfur Hexafluoride** (SF_6) is another high GWP gas that is not naturally occurring and is generated in a variety of industrial processes. Emissions of SF_6 are generally negligible from motor vehicles.

State of California Greenhouse Gas Emissions Inventory

The California Air Resources Board (CARB) compiles GHG inventories for the State of California. According to CARB's 2022 emission inventory,[9] 2020 emissions from GHG emitting activities statewide were 369.2 million metric tons of carbon dioxide equivalent ($MMTCO_2e$), 35.3 $MMTCO_2e$ lower than 2019 levels and 61.8 $MMTCO_2e$ below the 2020 GHG limit of 431 $MMTCO_2e$ established through AB 32 and CARB's subsequent Scoping Plans. The 2019 to 2020 decrease in emissions is likely due in large part to the impacts of the COVID-19 pandemic.[10] Economic recovery from the pandemic may result in emissions increases over the next few years. As such, the total 2020 reported emissions are likely an anomaly, and any near-term increases in annual emissions should be considered in the context of the pandemic. The most notable highlights in the 2022 edition inventory include:

- The transportation sector showed the largest decline in emissions of 27 $MMTCO_2e$ (16 percent) compared to 2019. This decrease was most likely from light duty vehicles after shelter-in-place orders were enacted in response to the COVID-19 pandemic.

- Industrial sector emissions dropped 7 $MMTCO_2e$ (9 percent) compared to 2019. The decrease is driven by lower emissions from both the refining sector and the oil and gas production sector.

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9 CARB, *California Greenhouse Gas Emissions for 2000 to 2020, Tends of Emissions and Other Indicators*, released October 26, 2022. Available online at: https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf. Accessed August 20, 2024.

10 CARB's 2022 Sustainable Communities Progress Report shows that prior to the pandemic in 2019 no Metropolitan Planning Organization (except Tahoe) was on-track to meet 2020 SB 375 targets for reductions in light duty vehicle emissions as compared to 2005. (The Southern California Association of Governments [SCAG] is the Metropolitan Planning Organization [MPO] that includes the City of Los Angeles.) CARB determined that if the State's 18 MPOs' all met the SB 375 GHG cars and light-duty trucks emission reduction targets set by CARB in 2018, an 18 percent reduction in per capita VMT (from cars and light- duty trucks) would be achieved by 2035. In the target re-setting report, CARB indicated that to meet the statewide reduction goals set forth by SB 32 and the 2017 Scoping Plan, the State would need to reduce per capita GHG emissions from cars and light-duty trucks by 25 percent by 2035, resulting in a 7 percent gap between the 18 percent emissions reductions targets set for the regions (averaged for the 18 MPOs and compared to a baseline year of 2005). The 2022 Scoping Plan does not update SB 375 GHG reduction targets, but it does set aggressive VMT reduction targets for the years 2030 (25 percent as compared to 2019) and 2045 (30 percent as compared to 2019).

- Electricity sector emissions remained at a similar level as in 2019 despite a 44 percent decrease in in-state hydropower generation (due to below average precipitation levels), which was more than compensated for by a 10 percent growth in in-state solar generation and cleaner imported electricity incentivized by California's clean energy policies.

- Between 2019 and 2020, California's Gross Domestic Product (GDP) contracted 2.8 percent while the GHG intensity of California's economy (GHG emissions per unit GDP) decreased 6.2 percent.

Table 3.4-1, GHG Emissions in California, provides a summary of GHG emissions reported in California in 2000 and 2020 separated by categories defined by the United Nations Intergovernmental Panel on Climate Change (IPCC).

Table 3.4-1
GHG Emissions in California

Source Category	2000 ($MMTCO_2e$)	Percent of Total	2020 ($MMTCO_2e$)	Percent of Total
Energy	**404.9**	**87.7%**	**293.7**	**80.0%**
Energy Industries	158.3	--	96.4	--
Manufacturing Industries & Construction	17.5	--	13.4	--
Transport	177.1	--	136.9	--
Other Sectors (Residential/Commercial/Institutional)	44.8	--	38.2	--
Fugitive Emissions from Solid Fuels	0.0	--	0.0	--
Fugitive Emissions from Oil & Natural Gas	6.2	--	7.8	--
Fugitive Emissions from Geothermal Energy Production	1.1	--	0.9	--
Pollution Control Devices	0.0	--	0.00	--
Industrial Processes & Product Use	**19.3**	**4.2%**	**33.8**	**9.0%**
Mineral Industry	5.6	--	4.8	--
Chemical Industry	0.1	--	0.00	--
Metal Industry	0.1		0.00	
Non-Energy Products from Fuels & Solvent Use	2.5	--	1.7	--
Electronics Industry	0.2	--	0.3	--
Substitutes for Ozone Depleting Substances	5.6	--	20.8	--
Other Product Manufacture and Use	1.5	--	1.2	--
Other	3.7	--	5.0	--
Agriculture, Forestry, & Other Land Use	**28.4**	**6.1%**	**30.8**	**8.0%**
Livestock	19.1	--	22.6	--
Aggregate Sources & Non-CO_2 Sources on Land	9.3	--	8.2	--

Source Category	2000 ($MMTCO_2e$)	Percent of Total	2020 ($MMTCO_2e$)	Percent of Total
Waste	**9.3**	**2.0%**	**10.9**	**3.0%**
Solid Waste Disposal	7.0	--	8.5	--
Biological Treatment of Solid Waste	0.1	--	0.4	--
Wastewater Treatment & Discharge	2.1	--	2.0	--
Emissions Summary				
Gross California Emissions	**461.9**		**369.2**	

Sources:

[1] *CARB, California Greenhouse Gas Inventory for 2000-2020 - by IPCC Category. Last updated October 26, 2022. Available online at https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/ghg_inventory_ipcc_sum_2000-20.pdf. 2020 is the most recent year of available data and the comparison to the year 2000 is intended to illustrate the changes in GHG emissions over a 20-year period.*

Plan Area Greenhouse Inventory (Existing Conditions)

GHG emissions generated by the existing land uses in the Plan Area are primarily generated by mobile sources (motor vehicles), energy use (electricity and natural gas), area sources, water demand, and generation of solid waste and wastewater. Existing Plan Area annual GHG emissions were calculated using CalEEMod and are presented below in **Table 3.4-2, Existing Plan Area Annual GHG Emissions**.

Table 3.4-2
Existing Plan Area Annual GHG Emissions

Emissions Source	Metric Tons of Carbon Dioxide Equivalent (per year)
Mobile Sources	60,066
Area Sources	1,096
Energy Sources	13,091
Water Sources	1,107
Waste Sources	2,887
Refrigerants	16.6
Total Existing GHG Emissions	**78,243**

*Source: Impact Sciences, Inc. See **Appendix 3.2** for CalEEMod data.*

3.4.2 REGULATORY FRAMEWORK

3.4.2.1 Federal Regulations

Paris United Nations Framework Convention on Climate Change (Paris Accord)

A new international climate change agreement was adopted at the Paris United Nations Framework Convention on Climate Change conference in December 2015. The last two climate conferences in Warsaw (2013) and Lima (2014) decided that countries were to submit their proposed emissions reduction targets for the 2015 conference as "intended nationally determined contributions" prior to the Paris conference. The European Union has committed to an economy-wide domestic GHG reduction target of 40 percent below 1990 levels by 2030. The United States has set its intended nationally determined contribution to reduce its GHG emissions by 26 to 28 percent below its 2005 level in 2025 and to make best efforts to reduce its emissions by 28 percent. These targets are set with the goal of limiting global temperature rise to well below 2 degrees Celsius and getting to the 80 percent emission reduction by 2050.

In June 2017, the U.S. announced its intent to withdraw from the Paris Accord with an effective date of withdrawal of November 2020. On Friday, February 19, 2021, the United States formally rejoined the Paris Agreement.

In an effort to reach the goals set by the Paris Accord, over 9,000 cities and local governments from 132 countries across the world formed the Global Covenant of Mayors (GCoM) with the goal of collectively reducing 1.3 billion tons of CO_2 emissions per year by 2030.[11] 158 cities within the United States joined the GCoM (prior to the U.S. formally rejoining the Paris Accord), including the City of Los Angeles.[12]

3.4.2.2 State Regulations

Title 24 Building Standards Code

Although not originally aimed at reducing GHG emissions, CCR Title 24 Part 6: *California's Energy Efficiency Standards for Residential and Nonresidential Buildings* (Title 24), was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Since then, Title 24 has been amended to recognize that energy-efficient buildings require less electricity and reduce fuel consumption, which subsequently reduces GHG emissions. The current 2022 Title 24 standards were adopted, among other

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11 Global Covenant of Mayors for Climate & Energy Change, "Who We Are." Available online at: https://www.globalcovenantofmayors.org/about/, accessed August 20, 2024.

12 Global Covenant of Mayors for Climate & Energy. "City Search, USA." Available online at: https://www.globalcovenantofmayors.org/region/usa/, accessed August 20, 2024.

reasons, to respond to the requirements of AB 32. Specifically, new development projects constructed within California after January 1, 2023, are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CALGreen) Code (CCR Title 24, Part 11). Title 24 standards are updated triennially; the next update is scheduled to be adopted in 2025 and will take effect on January 1, 2026.

Assembly Bill 1493

Mobile Source Reductions Assembly Bill 1493, the "Pavley Standard," required CARB to adopt regulations by January 1, 2005, to reduce GHG emissions from non-commercial passenger vehicles and light-duty trucks of model year 2009 through 2016. The bill also required the California Climate Action Registry to develop and adopt protocols for the reporting and certification of GHG emissions reductions from mobile sources for use by CARB in granting emission reduction credits. The bill authorizes CARB to grant emission reduction credits for reductions of GHG emissions prior to the date of enforcement of regulations, using model year 2000 as the baseline for reduction.[13] In 2004, CARB applied to the U.S. EPA for a waiver under the federal Clean Air Act to authorize implementation of these regulations. On June 30, 2009, the U.S. EPA granted the waiver with the following provision: CARB may not hold a manufacturer liable or responsible for any noncompliance caused by emission debits generated by a manufacturer for the 2009 model year. CARB has adopted a new approach to passenger vehicles (cars and light trucks), by combining the control of smog-causing pollutants and GHG emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emission vehicles in California.

Executive Order S-3-05

On June 1, 2005, Governor Schwarzenegger issued Executive Order S-3-05, which set the following GHG emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. The California Environmental Protection Agency (Cal EPA) formed a Climate Action Team (CAT) that recommended strategies that can be implemented by state agencies to meet GHG emissions targets. The Team reported several recommendations and strategies for reducing GHG emissions and reaching the targets established in the Executive Order.[14] Furthermore, the report provided to then Governor Schwarzenegger, indicated

13 CARB, *Clean Car Standards – Pavley, Assembly Bill 1493*, 2017.

14 California Climate Action Team, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, March 2006.

that smart land use and increased transit availability should be a priority in the State of California.[15] According to the California Climate Action Team, smart land use is an umbrella term for strategies that integrate transportation and land-use decisions. Such strategies generally encourage jobs/housing proximity, promote transit-oriented development (TOD), and encourage high-density residential/commercial development along transit corridors. These strategies develop more efficient land-use patterns within each jurisdiction or region to match population increases, workforce, and socioeconomic needs for the full spectrum of the population.

Assembly Bill 32

The California Global Warming Solutions Act of 2006 (AB 32) was signed into law in September 2006 after considerable study and expert testimony before the Legislature. The law instructs CARB to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. AB 32 directed CARB to set a GHG emission limit based on 1990 levels, to be achieved by 2020. AB 32 set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.[16] See the **2022 Scoping Plan for Achieving Carbon Neutrality** subsection below.

The heart of AB 32 is the requirement to reduce statewide GHG emissions to 1990 levels by 2020. AB 32 required CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions. CARB accomplished the key milestones set forth in AB 32, including the following:

- **June 30, 2007**. Identification of discrete early action GHG emissions reduction measures. On June 21, 2007, CARB satisfied this requirement by approving three early action measures.[17] These were later supplemented by adding six other discrete early action measures.[18]

- **January 1, 2008**. Identification of the 1990 baseline GHG emissions level and approval of a statewide limit equivalent to that level and adoption of reporting and verification requirements concerning GHG emissions. On December 6, 2007, CARB approved a statewide limit on GHG emissions levels for the year 2020 consistent with the determined 1990 baseline.[19]

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15 California Climate Action Team, *Climate Action Team Report to Governor Schwarzenegger and the Legislature,* March 2006, p. 57.

16 Office of Legislative Counsel of California, *The California Global Warming Solutions Act of 2006 (AB 32)*, 2006.

17 CARB, *Consideration of Recommendations for Discrete Early Actions for Climate Change Mitigation in California*, 2007.

18 CARB, *Public Meeting to Consider Approval of Additions to the List of Early Action Measures to Reduce Greenhouse Gas Emissions under the California Global Warming Solutions Act of 2006 and to Discuss Concepts for Promoting and Recognizing Voluntary Early Actions*, 2007.

19 CARB, *California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit*, 2007.

- **January 1, 2009**. Adoption of a scoping plan for achieving GHG emission reductions. On December 11, 2008, CARB adopted Climate Change Scoping Plan: A Framework for Change (Scoping Plan).[20]

- **January 1, 2010.** Adoption and enforcement of regulations to implement the "discrete" actions. Several early action measures have been adopted and became effective on January 1, 2010. [21,22]

- **January 1, 2011**. Adoption of GHG emissions limits and reduction measures by regulation. On October 28, 2010, CARB released its proposed cap-and-trade regulations, which would cover sources of approximately 85 percent of California's GHG emissions.[23] CARB's Board ordered its Executive Director to prepare a final regulatory package for cap-and-trade on December 16, 2010.[24]

- **January 1, 2012.** GHG emissions limits and reduction measures adopted in 2011 became enforceable.

CARB Early Action Measures

CARB is responsible for carrying out and developing the programs and requirements necessary to achieve the goals of AB 32—the reduction of California's GHG emissions to 1990 levels by 2020. The first action under AB 32 resulted in CARB's adoption of three early action greenhouse gas emission reduction measures on June 21, 2007. On October 25, 2007, CARB approved an additional six early action GHG reduction measures under AB 32. CARB has adopted regulations for all early action measures. The early action measures are divided into three categories:

- Group 1 - GHG rules for immediate adoption and implementation;
- Group 2 - Several additional GHG measures under development; and
- Group 3 - Air pollution controls with potential climate co-benefits.

The original three adopted early action regulations meeting the narrow legal definition of "discrete early action GHG reduction measures" include:

- A low-carbon fuel standard to reduce the "carbon intensity" of California fuels;

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20 CARB, *Climate Change Scoping Plan*, 2008.

21 CARB, *Consideration of Recommendations for Discrete Early Actions for Climate Change Mitigation in California*, 2007.

22 CARB, *Public Meeting to Consider Approval of Additions to the List of Early Action Measures to Reduce Greenhouse Gas Emissions under the California Global Warming Solutions Act of 2006 and to Discuss Concepts for Promoting and Recognizing Voluntary Early Actions*, 2007.

23 CARB, *Cap and Trade 2010*, 2011.

24 CARB, *California Cap-and-Trade Program, Resolution 10-42*, 2010.

- The reduction of refrigerant losses from motor vehicle air conditioning system maintenance to restrict the sale of "do-it-yourself" automotive refrigerants; and

- Increased methane capture from landfills to require broader use of state-of-the-art methane capture technologies.

The additional six early action regulations adopted on October 25, 2007, also meeting the narrow legal definition of "discrete early action GHG reduction measures," include:

- The reduction of aerodynamic drag, and thereby fuel consumption, from existing trucks and trailers through retrofit technology;

- The reduction of auxiliary engine emissions of docked ships by requiring port electrification;

- The reduction of perfluorocarbons from the semiconductor industry;

- The reduction of propellants in consumer products (e.g., aerosols, tire inflators, and dust removal products);

- The requirement that all tune-up, smog check and oil change mechanics ensure proper tire inflation as part of overall service in order to maintain fuel efficiency; and

- The restriction on the use of sulfur hexafluoride from non-electricity sectors if viable alternatives are available.

2022 Scoping Plan for Achieving Carbon Neutrality

The Scoping Plan is a GHG reduction roadmap developed and updated by CARB at least once every five years, as initially required by AB 32. It lays out the transformations needed across various sectors to reduce GHG emissions and reach the State's climate targets. CARB adopted the Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan Update) in December 2022 as the third update to the initial plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 target of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below business-as-usual activities.[25] The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG targets. The 2013 Scoping Plan Update (adopted in 2014) assessed progress toward achieving the 2020 target and made the case for addressing short-lived climate

25 CARB, *Climate Change Scoping Plan*, 2008.

pollutants (SLCPs).[26] The 2017 Scoping Plan Update,[27] shifted focus to the newer SB 32 goal of a 40 percent reduction below 1990 levels by 2030 by laying out a detailed cost-effective and technologically feasible path to this target, and also assessed progress towards achieving the AB 32 goal of returning to 1990 GHG levels by 2020. The 2020 goal was ultimately reached in 2016, four years ahead of the schedule called for under AB 32.

The 2022 Scoping Plan Update is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible, cost-effective, and equity-focused path to achieve new targets for carbon neutrality by 2045 and to reduce anthropogenic GHG emissions to at least 85 percent below 1990 levels, while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan. The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. The relatively longer path assessed in the 2022 Scoping Plan Update incorporates, coordinates, and leverages many existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. The 2022 Scoping Plan Update is set apart from previous iterations due to the focus on the accelerated deployment of clean technology and energy within every sector. Unlike previous Scoping Plans that separated out individual economic sectors, the 2022 Scoping Plan Update approaches decarbonization from two perspectives: (1) managing a phasedown of existing energy sources and technology and (2) ramping up, developing, and deploying alternative clean energy sources and technology over time through transportation sustainability and a reduction in vehicle miles traveled, a clean electricity grid that encourages the electrification of fleet vehicles, and sustainable manufacturing and buildings through decarbonization.[28] Given the focus on carbon neutrality, the 2022 Scoping Plan Update also includes discussion for the first time of the natural and working lands sectors as sources for both sequestration and carbon storage, and as sources of emissions as a result of wildfires.

Aligning local jurisdiction action with state-level priorities to tackle climate change and the outcomes called for in the 2022 Scoping Plan Update is identified as critical to achieving the statutory targets for 2030 and 2045. The 2022 Scoping Plan Update discusses the role of local governments in meeting the State's GHG reductions goals.[29] Local governments have the primary authority to plan, zone, approve, and permit how and where land is developed to accommodate population growth, economic growth, and the changing

26 CARB, *First Update to the Climate Change Scoping Plan*, 2014.

27 CARB, *California's 2017 Climate Change Scoping Plan*, 2017. Available online at: https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf, accessed July 5, 2024.

28 CARB, *2022 Scoping Plan for Achieving Carbon Neutrality,* 2022. Available online at: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp_1.pdf, accessed July 17, 2024.

29 CARB, *2022 Scoping Plan for Achieving Carbon Neutrality*, 2022. Available online at: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp_1.pdf, accessed July 5, 2024.

needs of their jurisdictions. They also make critical decisions on how and when to deploy transportation infrastructure, and can choose to support transit, walking, bicycling, and neighborhoods that do not force people into cars. Local governments also have the option to adopt building ordinances that exceed statewide building code requirements and play a critical role in facilitating the rollout of zero-emission vehicle (ZEV) infrastructure. As a result, local government decisions play a critical role in supporting state-level measures to contain the growth of GHG emissions associated with the transportation system and the built environment—the two largest GHG emissions sectors over which local governments have authority.

The 2022 Scoping Plan Update also identifies multiple legal tools open to local jurisdictions to support statewide priorities, including development of a climate action plan (CAP), sustainability plan, or inclusion of a plan for reduction of GHG emissions and climate actions within a jurisdiction's general plan.

Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008, or SB 375 (Chapter 728, Statutes of 2008), which establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions, was adopted by the State on September 30, 2008. SB 375 finds that the "transportation sector is the single largest contributor of greenhouse gases of any sector."[30] Under SB 375, CARB is required, in consultation with the Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035. SCAG is the Metropolitan Planning Organization in which the City of Los Angeles is located in. CARB set targets for 2020 and 2035 for each of the 18 metropolitan planning organization regions in 2010, and updated them in 2018.[31] In March 2018, CARB updated the SB 375 targets for the SCAG region to require an 8 percent reduction by 2020 and a 19 percent reduction by 2035 in per capita passenger vehicle GHG emissions.[32] As discussed further below, SCAG has adopted an updated Regional Transportation Plan / Sustainable Community Strategies (RTP/SCS) subsequent to the update of the emission targets. The 2020-2045 RTP/SCS is expected to reduce per capita transportation emissions by 19 percent by 2035, which is consistent with SB 375 compliance with respect to meeting the State's GHG emission reduction goals.[33]

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30 State of California, Senate Bill No. 375, September 30, 2008.

31 CARB, "Sustainable Communities & Climate Protection Program – About." Available online at: https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-climate-protection-program, accessed August 20, 2024.

32 CARB, "SB 375 Regional Greenhouse Gas Emissions Reduction Targets." Available online at: https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets, accessed August 20, 2024.

33 Southern California Association of Governments, *Connect SoCal 2024 RTP/SCS,* 2024. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf?1714175547, accessed August 20, 2024.

Under SB 375, the target must be incorporated within that region's Regional Transportation Plan (RTP), which is used for long-term transportation planning, in a Sustainable Communities Strategy (SCS). Certain transportation planning and programming activities would then need to be consistent with the SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land, and further provides that local land use plans and policies (e.g., general plans) are not required to be consistent with either the RTP or SCS.

California Climate Action Registry

The California Climate Action Registry (CCAR) is a private non-profit organization formed by the State of California that serves as a voluntary GHG registry to protect and promote early actions to reduce GHG emissions by organizations. Senate Bill 1771 (SB 1771, Sher) formally established the CCAR with technical changes made to the statute in SB 527, which finalized the structure of the CCAR. The CCAR began with 23 charter members and currently has over 300 corporations, universities, cities and counties, government agencies and environment organizations voluntarily measuring, monitoring, and publicly reporting their GHG emissions using the CCAR protocols. The CCAR has published a General Reporting Protocol, as well as project- and industry-specific protocols for landfill activities, livestock activities, the cement sector, the power/utility sector, and the forest sector. The protocols provide the principles, approach, methodology, and procedures required for participation in the CCAR.

Due to the growth of the CCAR, it now operates under the Climate Action Reserve,[34] which is a national offsets program for the United States carbon market. As part of this transition, the California Climate Action Registry was instrumental in establishing The Climate Registry, with the mission of expanding the California Registry's emissions reporting work to include all of North America.[35] Emissions inventory reporting is being transitioned to the Climate Registry and reports for the 2009 reporting year will be the last the California Registry will accept. However, even after that year, the California Registry will continue to represent its members' emissions reports to the State of California.

Senate Bill 32 (SB 32)

In 2016, the Legislature passed Senate Bill (SB) 32 with the companion bill AB 197, which further requires California to reduce GHG emissions to 40 percent below 1990 levels by 2030. The bill targets reductions from the leading GHG emitters in the state. Transportation is the largest sector of GHG emissions in

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34 Additional information about the Climate Action Reserve may be obtained at the following website: http://www.climateactionreserve.org/.

35 Additional information about The Climate Registry may be obtained at the following website: http://www.theclimateregistry.org/.

California and will be a primary subject for reductions. Through advances in technology and improved public transportation, the State plans to reduce GHG emissions from transportation sources to assist in meeting the 2030 reduction goal. AB 197, signed September 8, 2016, is a bill linked to SB 32 and signed on September 8, 2016, prioritizes efforts to cut GHG emissions in low-income or minority communities. AB 197 requires CARB to make available, and update at least annually, on its website the emissions of GHGs, criteria pollutants, and toxic air contaminants for each facility that reports to CARB and air districts. In addition, AB 197 adds two Members of the Legislature to the CARB board as ex officio, non- voting members and creates the Joint Legislative Committee on Climate Change Policies to ascertain facts and make recommendations to the Legislature and the houses of the Legislature concerning the State's programs, policies, and investments related to climate change.

Assembly Bill (AB) 1279

AB 1279 establishes the policy of the State to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage (CCUS) technologies. This bill is reflected directly in the 2022 Scoping Plan described previously.

California Climate Commitment

On November 16, 2022, Governor Gavin Newsom signed a sweeping package of legislation to cut air pollution, reduce greenhouse gas emissions, drop gas consumption, create new jobs, protect Californians' health from pollution, and accelerate the State's transition to clean energy. The Governor partnered with legislative leaders to advance groundbreaking measures to achieve carbon neutrality no later than 2045 and 100-percent clean energy grid by 2045, ramp up carbon removal and sequestration, protect Californians from harmful oil drilling, and invest $54 billion to forge an oil-free future while building sustainable communities throughout the State.

Over the next two decades, the California Climate Commitment will create 4 million new jobs, cut air pollution by 71 percent, reduce fossil fuel consumption to less than one-tenth of what is used today (a 95 percent drop in demand for oil and 86 percent drop in demand for all fossil fuels), save California $200

billion by avoiding the damages of pollution. Taken together, these measures represent the most significant action on the climate crisis in California's history and raises the bar for governments around the world.[36]

3.4.2.3 Regional Regulations

SCAQMD Draft Guidance Regarding Interim CEQA GHG Significance Thresholds

SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds. In its October 2008 document, the SCAQMD proposed a 30 percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 metric tons per year. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where the SCAQMD is lead agency. However, SCAQMD has yet to adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects) and has formed a GHG Significance Threshold Working Group to further evaluate potential GHG significance thresholds.

SCAG Connect SoCal 2024 RTP/SCS

On April 4, 2024, the Southern California Association of Governments (SCAG) Regional Council unanimously voted to approve and fully adopt Connect SoCal 2024 Regional Transportation Plan / Sustainable Communities Strategy (Connect SoCal 2024 RTP/SCS).[37]

Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whole collaboration can improve the quality of life for Southern Californians. In addition, Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California's greenhouse gas emission reduction goals and federal CAA requirements. The Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region's shared goals of health, prosperity, accessibility, and connectedness through 2050, with a particular focus on system management, revitalization, and reuse, such as infill

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36 California Office of the Governor, "California Releases World's First Plan to Achieve Net Zero Carbon Pollution." Available at: https://www.gov.ca.gov/2022/11/16/california-releases-worlds-first-plan-to-achieve-net-zero-carbon-pollution/, accessed August 20, 2024.

37 Southern California Association of Governments, *Connect SoCal 20024 RTP/SCS*, 2024. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf?1714175547, accessed August 13, 2024.

development and repurposing underutilized properties. The plan also strives to achieve broader regional objectives, such as the preservation of natural lands, improvement of public health, increased roadway safety, support for the region's vital goods movement industries and more efficient use of resources.

3.4.2.4 Local Regulations

City of Norwalk Energy Action Plan

On December 2, 2015, the City adopted the City of Norwalk Energy Action Plan (EAP). The EAP establishes target energy reduction goals for existing municipal energy of 25 percent by 2025. This reduction goal is in support of the Assembly Bill 32, which calls for a reduction in GHG emissions to 1990 levels by 2020. The EAP quantifies a 2010 baseline electricity consumption, develops energy reduction targets, identifies implementation steps for Milestone years.[38]

3.4.3 THRESHOLDS OF SIGNIFICANCE

In accordance with *State CEQA Guidelines* (Appendix G), the following significance threshold criteria should be used to evaluate the potential GHG impacts of proposed projects. The Proposed Plan would have a significant GHG emissions impact if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Neither the City nor the SCAQMD have adopted GHG significance thresholds applicable to the Proposed Plan. While the SCAQMD has adopted significance thresholds for industrial-type projects for which it is the lead agency under CEQA,[39] those industrial thresholds are not applicable to the Proposed Plan. In the absence of adopted thresholds and pursuant to *CEQA Guidelines* Section 15064.4, the City has the discretion to use a significance threshold relevant to the Proposed Plan. *CEQA Guidelines* Section 15064.4 is stated below:

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38 City of Norwalk, *City of Norwalk Final Energy Action Plan*, November 2015. Available online at: https://www.norwalk.org/home/showpublisheddocument/15467/636227745096570000, accessed August 13, 2024.

39 SCAQMD, *SCAQMD Air Quality Significance Thresholds*, 2019.

Section 15064.4. Determining the Significance of Impacts from Greenhouse Gas Emissions.

(a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency shall make a good- faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:

(1) Quantify greenhouse gas emissions resulting from a project; and/or

(2) Rely on a qualitative analysis or performance based standards.

(b) In determining the significance of a project's greenhouse gas emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change. A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national or global emissions. The agency's analysis should consider a timeframe that is appropriate for the project. The agency's analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes. A lead agency should consider the following factors, among others, when determining the significance of impacts from greenhouse gas emissions on the environment:

(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions (see, e.g., section 15183.4(b)). Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project. In determining the significance of impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable.

(c) A lead agency may use a model or methodology to estimate greenhouse gas emissions resulting from a project. The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change. The lead agency must support its selection of a model or methodology with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use.

Based on these considerations, the Proposed Plan would have a significant GHG emissions impact if it would conflict with the State's laws and programs to address climate change (i.e., AB 32, SB 32, AB 1279 and SB 375); regional plans to address climate change consistent with state laws and plans (i.e., 2020-2045 RTP/SCS); and local plans and policies to address climate change (i.e., *City of Norwalk General Plan*).

3.4.4 METHODOLOGY

GHG emissions were calculated with CalEEMod. Operational GHG emissions result from both direct and indirect sources. Direct emissions include emissions from fuel combustion in vehicles and natural gas combustion from stationary sources. Indirect sources include off-site emissions occurring as a result of electricity and water consumption and solid waste.

GHG emissions would also be generated by construction activity through exhaust from off-road equipment and on-road vehicles that consume fuel. No specific development projects have been proposed as part of the Proposed Plan, and an annualized quantification of the incremental increase in construction emissions resulting from implementation of the Proposed Plan would be speculative. Quantification of short-term construction related GHG emissions is generally based on the size of each individual project, the equipment inventory, and the construction schedule. Such detailed information is not available for development within the Plan Area over the life of the Proposed Plan, and it is not practicable to attempt to estimate the incremental changes in annual construction-related GHG emissions that would result from implementation of the Proposed Plan. Therefore, construction emissions are addressed qualitatively.

3.4.5 ENVIRONMENTAL IMPACTS

Impact GHG-1 **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.**

Construction Emissions

GHG emissions associated with construction activities would occur from off-road equipment usage, hauling vehicles, delivery, and worker trips to and from sites within the Plan Area. GHG emissions would be generated by construction of each individual project; such emissions are temporary on each site —lasting only for the duration of construction activities on each site. As detailed in **Section 3.2, Air Quality**, example construction projects were modeled to account for four scales of intensity with respect to equipment usage and truck trips. Annual GHG emissions for the example construction projects would range from approximately 6.67 to 44.5 metric tons per year of CO_2e (see **Appendix 3.2** to this Draft EIR). Construction-related GHG emissions represent a fraction of total regional emissions when considering the emissions generated by mobile, building energy, and other sources. Implementation of the Proposed Plan would have

a negligible effect on annual average construction-related GHG emissions in the context of the regional and statewide inventories.[40] Therefore, construction related GHG emissions impacts would be less than significant.

Operational Emissions

The operations of the Proposed Plan would generate GHG emissions from mobile sources (on-road motor vehicles), area sources, energy sources, water, and generation of solid waste and wastewater. Emissions of operational GHGs are shown in **Table 3.4-3, Proposed Plan Greenhouse Gas Emissions Compared to Existing Conditions**. As shown, GHG emissions of the Proposed Plan in 2040 would total 70,643 CO_2e metric tons per year (MTY). This would be a reduction of approximately 7,600 CO_2e MTY compared to existing conditions.

Table 3.4-4, Proposed Plan Greenhouse Gas Emissions Compared to Future Without the Proposed Plan, shows the net greenhouse gas emissions from the Proposed Plan in relation to the future without Project scenario. As shown, the future without Proposed Plan scenario would have operational emissions of 65,917CO_2e MTY. Therefore, under the Proposed Plan, there would be an increase of approximately 4,726 CO_2e MTY compared to future without Proposed Plan conditions. **Table 3.4-3** and **Table 3.4-4** also show that per capita GHG emissions under the Proposed Plan would be lower than the future without Proposed Plan scenario. Thus, while accommodating an increase in overall square-footage to the Plan Area, the Proposed Plan would improve per capita GHG emissions compared to the future no project scenario.

This quantified estimate of the Proposed Plan's GHG emissions satisfies Section 15064.4(a) of the *CEQA Guidelines*, which states a lead agency shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. As described in **Impact GHG-2,** the significance determination is based on the Proposed Plan's consistency with the State's laws and programs to address climate change (i.e., AB 32, SB 32, AB 1279 and SB 375), regional plans to address climate change consistent with state laws and plans (i.e., 2020-2045 SCS/RTP), and local plans and policies to address climate change (i.e., City of Norwalk Energy Action Plan). Based on the discussion under **Impact GHG-2,** the Proposed Plan would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, and this impact is less than significant.

[40] SCAG's Connect SoCal Program EIR states that construction related emissions account for less than 0.3 percent of total annual emissions within the SCAG region.

Table 3.4-3
Proposed Plan Greenhouse Gas Emissions Compared to Existing Conditions

Emissions Source	Metric Tons of Carbon Dioxide Equivalent (per year)
Future (2040) With Proposed Plan Emissions	
Mobile Sources	46,393
Area Sources	2,123
Energy Sources	17,503
Water Sources	1,347
Waste Sources	3,259
Refrigerants	18.30
Total GHG Emissions (With Plan)	**70,643**
Per Capita GHG Emissions (With Plan)[a]	**1.91**
Existing Annual Emissions (Table 3.4-2)	**78,243**
Total Net GHG Emissions (With Plan vs. Existing)	**-7,600**

*Source: Impact Sciences, Inc. See **Appendix 3.2** for CalEEMod data.*
[a] To determine Per Capita GHG emissions, GHG emissions total was divided by service population of 37,086.

Table 3.4-4
Proposed Plan Greenhouse Gas Emissions Compared to Future Without Proposed Plan

Emissions Source	Metric Tons of Carbon Dioxide Equivalent (per year)
Future (2040) Without Proposed Plan Emissions	
Mobile Sources	47,686
Area Sources	1,096
Energy Sources	13,091
Water Sources	1,107
Waste Sources	2,921
Refrigerants	16.60
Total GHG Emissions (Without Proposed Plan)	**65,917**
Per Capita GHG Emissions (Without Proposed Plan)[a]	**2.12**
With Plan Annual Emissions (Table 3.4-3)	**70,643**
Total Net GHG Emissions (With vs. Without Plan)	**4,726**

*Source: Impact Sciences, Inc. See **Appendix 3.2** for CalEEMod data.*
[a] To determine Per Capita GHG emissions, GHG emissions total was divided by service population of 31,081.

Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than Significant Impact.

Impact GHG-2 **Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gas emissions.**

As stated previously, the Proposed Plan would have a significant GHG emissions impact if it would conflict with the state's laws and programs to address climate change (i.e., AB 32, SB 32, AB 1279 and SB 375); regional plans to address climate change consistent with state laws and plans (i.e., 2020-2045 SCS/RTP); and local plans and policies to address climate change (i.e., *City of Norwalk General Plan* [Energy Action Plan]). As discussed in more detail below, the Proposed Plan would be consistent with AB 32, SB 32, AB 1279, SB 375, the SCS/RTP, and the City's General Plan. As such, the Proposed Plan would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gas emissions and this impact would be less than significant.

Consistency with AB 32, SB 32, AB 1279 & SB 375

The Proposed Plan would be consistent with applicable statewide regulatory programs designed to reduce GHG emissions consistent with the goals established in AB 32, SB 32, AB 1279 and SB 375.

AB 32 required CARB to adopt a scoping plan indicating how reductions in significant GHG sources will be achieved through regulations, market mechanisms, and other actions. In 2008, CARB released the Climate Change Proposed Scoping Plan that contained an outline of the proposed state strategies to achieve the 2020 greenhouse gas emission limits as outlined in AB 32. In response to SB 32, CARB adopted California's 2017 Climate Change Scoping Plan, which outlines the proposed framework of action for achieving California's SB 32 2030 GHG target: a 40 percent reduction in GHG emissions by 2030 relative to

1990 levels.[41] The 2030 target is intended to ensure that California remains on track to achieve the goal set forth by E.O. B-30-15 to reduce statewide GHG emissions by 2050 to 80 percent below 1990 levels. In response to the passage of AB 1279 and the identification of the 2045 GHG reduction target, CARB published the 2022 Scoping Plan for Achieving Carbon Neutrality. Appendix D, *Local Actions*, of the 2022 Scoping Plan Update includes "recommendations intended to build momentum for local government actions that align with the State's climate goals, with a focus on local GHG reduction strategies (commonly referred to as climate action planning) and approval of new land use development projects, including through environmental review under the California Environmental Quality Act." Appendix D, Local Actions, of the 2022 Scoping Plan Update recommends that jurisdictions that want to take meaningful climate action aligned with the State's climate goals should look to the following three priority areas:

- Transportation electrification,
- VMT reduction, and
- building decarbonization.

To assist local jurisdictions, the 2022 Scoping Plan Update presents a non-exhaustive list of impactful GHG reduction strategies that can be implemented by local governments within these three priority areas (Priority GHG Reduction Strategies for Local Government Climate Action Priority Areas).[42]

Transportation Electrification. The applicable priority GHG reduction strategies for local government climate action related to transportation electrification are discussed below and would support the Scoping Plan action to have 100 percent of all new passenger vehicles be zero-emission by 2035 (see Table 2-1 of the Scoping Plan):

> - *Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans).*

The CARB approved the Advanced Clean Cars II rule codifying Executive Order N-79-20 and requiring 100 percent of new cars and light trucks sold in California be zero-emission vehicles by 2035. The State has also adopted AB 2127, which requires the CEC to analyze and examine charging needs to support California's EVs in 2030. Implementation of AB 2127 will help decision makers allocate resources to install new EV chargers where they are needed most. The State has also adopted AB 1236 and AB 970, which require cities to adopt streamline permitting procedures for EV charging stations.

41 CARB, *California's 2017 Climate Change Scoping Plan*, November 2017.

42 CARB, *2022 Scoping Plan Update*, Table 1 of Appendix D, November 2022.

Development of projects under the Proposed Plan shall provide the minimum number of automobile EV charging stations required by the California Code of Regulations Title 24 prior to issuance of a Certificate of Occupancy. In addition, all new developments shall include electrical infrastructure sufficiently sized to accommodate the potential installation of additional automobile EV charging stations in the future. As such, through individual project design, the Proposed Plan would be consistent with this Scoping Plan strategy.

VMT Reduction. The applicable priority GHG reduction strategies for local government climate action related to VMT reduction are discussed below and would support the Scoping Plan action to reduce VMT (see Table 2-1 of the Scoping Plan):

- *Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.*
- *Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking.*
- *Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood).*
- *Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert "greenfield' land to urban uses (e.g., greenbelts, strategic conservation easements)*

The Proposed Plan will support VMT reduction through increased residential density, mix of uses (including residential and employment uses), improved pedestrian connectivity, and proximity of living spaces to employment, dining, entertainment, and retail uses. As discussed in **Section 3.11, Transportation**, the VMT per service population under the existing plus Plan scenario is forecasted to be 13.7 for the Plan Area, while the existing countywide VMT per service population is currently 17.2. The City defers to using the CEQA thresholds applied by the County of Los Angeles (County) to evaluate VMT impacts of individual development projects or land use plans. The thresholds of significance are as follows: a project will be considered to have an impact if it generates VMT per capita, per employee, or per service population in excess of 16.8 percent less than the existing VMT per capita, per employee, or per service population for the County of Los Angeles. As such, 16.8 percent below existing countywide VMT per service population is 14.3. Therefore, the existing plus Plan Area VMT would not exceed the County's threshold. The goals of the Proposed Plan would achieve this reduction in VMT through implementing zone changes and general plan amendments that would allow for future mixed-use development to occur within the Plan Area through the implementation of planned districts and corridors. Implementation of the Plan would support future multimodal opportunities within the City. All districts and corridors proposed with the Plan support

pedestrian mobility and safety, improved traffic flow, proximity of housing to transportation, and creating a sense of community identity. In addition to the planned districts and corridors, the Plan Area is located in a Connect SoCal Priority Development Area which supports focusing regional growth in areas with planned or existing transit stops, which is key to achieving equity, economic, and environmental goals. Furthermore, the Proposed Plan would result in the development of residential uses within a High Quality Transit Corridor and a Transit Priority Area since portions of Plan Area are located within one half-mile of a well-served transit stop or a transit corridor with 15-minute or better service frequency during peak commute hours.[43] Because the Proposed Plan would reduce VMT per service population, the Proposed Plan would reduce GHG emissions associated with transportation in a manner consistent with the objectives of this Scoping Plan strategy.

Building Decarbonization. The priority GHG reduction strategy for local government climate action related to building decarbonization applicable to the Proposed Plan is discussed below and would support the Scoping Plan actions regarding meeting increased demand for electrification without new fossil gas-fire resources and all electric appliances (see Table 2-1 of the Scoping Plan).

- *Adopt all-electric new construction reach codes for residential and commercial uses.*
- *Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers)*

California's transition away from fossil fuel–based energy sources will bring GHG emissions associated with building energy use down to zero as the electric supply becomes 100 percent carbon free. California has committed to achieving this goal by 2045 through SB 100, the 100 Percent Clean Energy Act of 2018. SB 100 strengthened the state's RPS by requiring that 60 percent of all electricity provided to retail users in California come from renewable sources by 2030 and that 100 percent come from carbon-free sources by 2045. The land use sector will benefit from RPS because the electricity used in buildings will be increasingly carbon-free, but implementation does not depend (directly, at least) on how buildings are designed and built.

While the electricity sector is using fewer fossil fuels due to the increase in the implementation of renewable energy, existing fossil fuel generation will continue to play a critical role in grid reliability while more clean, dispatchable alternatives are developed. Decarbonization is a crucial pillar of the Scoping Plan; it is

43 Southern California Association of Governments, *Local Data Exchange Process, Data/Map Book for the City of Norwalk*, November 2023. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/norwalk_0.pdf?1700068734, accessed on August 12, 2024.

dependent on both using energy more efficiently and replacing the generation of fossil fuels with renewable and zero carbon resources such as solar, wind, and energy storage. The Proposed Plan would support the expansion of clean electricity through the implementation of electric vehicle charging as well as through consistency with the CALGreen Building Standards and energy efficiency standards established in the California Energy Code. While no specific development projects have been proposed as part of the Proposed Plan, all future development within the Plan Area would be built to meet or exceed California Energy Code and CALGreen standards. These regulations require projects to comply with specific standards related to building energy efficiency and green building. Future commercial uses implemented under the Proposed Plan would replace commercial uses built prior to the implementation of modern energy efficiency standards, resulting in cleaner buildings that operate more efficiently. Because the Proposed Plan would be developed to be consistent with the standards established in the CALGreen Building Code as well as the California Energy Code, the Proposed Plan would support the efforts of decarbonization established in the Scoping Plan. As such, the Proposed Plan would be consistent with this Scoping Plan strategy.

Consistency with SCAG RTP/SCS

The State of California has adopted plans and policies designed to reduce regional and local GHG emissions. SB 375 requires that each MPO prepare an SCS in the RTP that demonstrates how the region will meet greenhouse gas emissions targets. SB 375 establishes a collaborative relationship between MPOs and CARB to establish GHG emissions targets for each region in the State. Under the guidance of the goals and objectives adopted by SCAG's Regional Council, the RTP/SCS was developed to provide a blueprint to integrate land use and transportation strategies to help achieve a coordinated and balanced regional transportation system. The RTP/SCS represents the culmination of several years of work involving dozens of public agencies, 191 cities, hundreds of local, county, regional and state officials, business communities, environmental groups, as well as various nonprofit organizations. Adoption of the Connect SoCal 2024 RTP/SCS substantiated that the growth forecasts for the SCAG region, taking into account efforts to reduce climate change impacts from GHG emissions, were consistent with the goals of SB 375.

The primary goal of the SCS is to provide a vision for future growth in southern California that will decrease per capita GHG emissions from passenger vehicles. However, the strategies contained in the SCS will produce benefits for the region far beyond simply reducing GHG emissions. The SCS integrates the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the SCS maximizes current voluntary local efforts that support the goals of SB 375. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and on commercial corridors, resulting in an improved jobs-housing balance and

more opportunity for transit-oriented development. The Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region's shared goals of health, prosperity, accessibility, and connectedness through 2050, with a particular focus on system management, revitalization, and reuse, such as infill development and repurposing underutilized properties.

The adoption of the Proposed Plan would establish new development standards and regulations for new development along the districts and corridors. The Proposed Plan supports future multimodal opportunities within the City. The Front Street Historic District would provide a revitalized historic main street and entertainment district that would promote pedestrian safety through road reconfigurations and sidewalk extensions. Additionally, the Front Street Historic District would be connected to the regional recreational Rail Trail. The Town Square District would result in the reconfiguration of San Antonio Drive to create a linear park with neighborhood-serving amenities, the creation of a gateway plaza with public space and outdoor dining, as well as a simplified and compact intersection that improves safety and traffic flow. The Triangle District would place an emphasis on active transportation, public transportation, and sustainability. The proposed corridors include the Firestone Corridor, the San Antonio Corridor, and the Norwalk Railway Corridor. The Firestone Corridor would promote a signature boulevard that provides attainable housing options as well as a pass-through that connects to the Front Street District to create a calmer and more livable environment. The San Antonio Corridor would serve as the backbone of Norwalk's revitalized bikeway system that can connect the Historic Front Street District and Civic Center to the Town Square District. Additionally, this corridor would provide retail and dining services for nearby senior, multifamily, and single-family housing. The Norwalk Railway Corridor would provide a greenway that would accommodate pedestrians and cyclists and run parallel to the existing railroad. In addition to the planned districts and corridors the Plan Area is located in a Connect SoCal PDA which supports focusing regional growth in areas with planned or existing transit stops, which is key to achieving equity, economic, and environmental goals. It is located within a High-Quality Transit Corridor and conforms with the aligned transportation and housing planning used to develop the RHNA allocation. The Proposed Plan would result in the development of residential uses within ½ mile of high frequency transit, which includes several LA Metro bus lines. This would contribute to Connect SoCal's land use and transportation strategies targeted towards increasing mobility options and a more sustainable growth pattern to reach greenhouse gas reduction targets.

The RTP/SCS does not require general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency to governments and developers. As demonstrated above, land use and zone changes with the Proposed Plan would allow for future mixed-use development to occur within the Plan Area that serves the community through the integration of housing with commercial uses promoting

walking, biking, and public space over traffic movement. As demonstrated, the Proposed Plan would be consistent with the RTP/SCS, thereby furthering the goals established in AB 32, SB 32, AB 1279 and SB 375.

Consistency with City of Norwalk Energy Action Plan (EAP)

Although the City's EAP is largely targeted at increasing efficiency within municipal operations, adherence to the EAP will maximize resources and reduce GHG emissions in the City. Although municipal improvements are not a focus of the Proposed Plan, development of the Plan would revitalize the Plan Area through land use and zone changes that would allow for future mixed-use development to occur in the form of planned districts and corridors. Development of the Plan Area would be supportive of the community's desire to prioritize walking, biking and public space and would accommodate the City's need for additional housing. All future development within the Plan Area would be built to meet or exceed California Energy Code and CALGreen standards. Further, future commercial uses implemented under the Proposed Plan would replace commercial uses built prior to the implementation of modern energy efficiency standards, resulting in cleaner buildings that operate more efficiently. Implementation of the Proposed Plan would result in an optimization of energy use while accommodating housing needs and reducing GHG emissions by developing housing in proximity to transportation opportunities and commercial and entertainment uses. The Proposed Plan would not conflict with the goals and efforts of the City's EAP.

Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than Significant Impact.

3.4.6 CUMULATIVE IMPACTS

As demonstrated above, the Proposed Plan's potential GHG emissions have been analyzed in a manner consistent with *State CEQA Guidelines* Section 15064.4(b) and considers whether the incremental contributions of the Proposed Plan could be cumulatively considerable. As shown previously, the Proposed Plan would result in a net decrease of GHG emissions compared to existing conditions, and per capita GHG emissions under the Proposed Plan would be lower than the future without Plan scenario. Thus, while

accommodating an increase in overall square-footage to the Plan Area, the Proposed Plan would improve per capita GHG emissions compared to the future no Plan scenario. Furthermore, as discussed above, the Proposed Plan would be consistent with AB 32, SB 32, AB 1279, SB 375, the SCAG RTP/SCS and the City's *General Plan* and would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gas emissions. As GHG impacts would be less than significant under the Proposed Plan, cumulative impacts related to GHG emissions would also be less than significant and would not be cumulatively considerable.

3.4.7 REFERENCES

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3.5 HAZARDS AND HAZARDOUS MATERIALS

INTRODUCTION

This section presents an overview of the existing conditions with regard to the presence of hazards and/or hazardous materials within the boundaries of the Plan Area. It also discusses the potential impacts resulting from hazards or hazardous materials as a result of construction and operation activities associated with the Proposed Plan.

3.5.1 ENVIRONMENTAL SETTING

3.5.1.1 Hazardous Materials

Section 25501(m) of the California Health and Safety Code defines a "hazardous material" as:

> *A material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous Materials" include, but are not limited to, hazardous substances, hazardous wastes, and any materials which a handler or the unified program agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or environment.*

"Hazardous waste" is any hazardous material that is abandoned, discarded, or recycled, as defined by Sections 25117 and 25124 of the California Health and Safety Code. In addition, hazardous waste may occasionally be generated by actions that change the composition of previously nonhazardous materials. The criteria used to characterize a material as hazardous include ignitability, toxicity, corrosivity, reactivity, radioactivity, or bioactivity.

As will be discussed in more detail below, hazardous materials and wastes are defined and regulated in the United States by federal, State, and local regulations, including those administered by the U.S. Environmental Protection Agency (U.S. EPA), the California Environmental Protection Agency (Cal/EPA), the U.S. Occupational Safety and Health Administration, the U.S. Department of Transportation, the U.S. Nuclear Regulatory Commission, and various other agencies. Hazardous materials include hazardous wastes and, in the discussion, below (except as noted) hazardous materials refers to both hazardous materials and wastes.

Public health is potentially at risk whenever hazardous materials are, or would be, used and when hazardous wastes are disposed of, including transportation of hazardous materials and wastes. It is necessary to differentiate between the "hazard" of these materials and the acceptability of the "risk" they pose to human health and the environment. A hazard is any situation that has the potential to cause damage to human health and the environment. The California Department of Toxic Substances Control (DTSC)

determines the risk to health and public safety by the probability of exposure, in addition to the inherent toxicity of a material. Factors that can influence the health effects when human beings are exposed to hazardous materials or wastes include: the dose the person is exposed to, the frequency of exposure, the duration of exposure, the exposure pathway (route by which a chemical enters a person's body), and the individual's unique biological susceptibility.

3.5.1.2 Existing Land Uses

Presently, the majority of the Plan Area is zoned and designated for residential, commercial, open space, and light industrial uses with multiple corridors of underutilized commercial and retail uses along Firestone Boulevard and San Antonio Drive. See **Chapter 2.0, Project Description**, for a more detailed description of land uses within the Plan Area and its surroundings.

Transportation of Hazardous Materials

The transportation of hazardous materials within the State of California is subject to various federal, State, and local regulations. It is illegal to transport explosives or inhalation hazards on any public highway not designated for that purpose, unless the use of the highway is required to permit loading or delivery of such materials (California Vehicle Code Sections 31602(b), 32104(a)). The California Highway Patrol, (CHP) designates through routes to be used for the transportation of hazardous materials. Transportation of hazardous materials in the City is restricted to these routes except in cases where additional travel is required from that route to deliver or receive hazardous materials to and from users. There are several risks associated with the transportation of hazardous materials. Transport of hazardous materials via truck, rail, and other modes involves a degree of risk of accident and release. The use of hazardous materials and the generation of hazardous waste in the construction and maintenance of the transportation system are other avenues for risk or exposure. Past disposal of hazardous materials in a manner that creates residual contamination of soil or water can be a source of risk when such sites are disturbed during construction and development. Each of these avenues is discussed below.

Existing Land Uses

Currently, the majority of the Plan Area is zoned and designated residential, commercial, open space, and light industrial uses. The Plan Area currently consists of multiple corridors of underutilized commercial and retail uses along Firestone Boulevard (also known as State Route 42 [SR-42]) and San Antonio Drive. Major shopping centers within the Plan Area are limited to the Norwalk Town Square and Norwalk Plaza (Pioneer/Firestone). Multiple neighborhoods of single family and multi-family residences are also located within the Plan Area. In addition, Specific Plan Areas 3, 4, 12, and 14 are located within the Plan Area.

The Plan Area encompasses approximately 615 acres. At the center of the Plan Area is the intersection between Firestone Boulevard and San Antonio Drive. The majority of uses at this intersection include single-family residences, restaurants, supermarkets, and retail. At the intersection of Pioneer Boulevard, San Antonio Drive, and Rosecrans Avenue (Five Points Intersection), the majority of uses are retail and commercial.

Given the size of the Plan Area, many parcels within the Plan Area have a history of contamination, or actively store or transport hazardous materials. Businesses using or producing hazardous materials are regulated through the environmental review process, which regulates land uses and ensures that such uses are removed from residential development, schools, and other sensitive land uses.

Schools are considered sensitive to hazardous materials. **Table 3.5-1, Schools within a ¼ Mile Radius of the Plan Area**, lists preschools and primary and secondary schools in or near the Plan Area.

Table 3.5-1
Schools within a ¼ mile Radius of the Plan Area

School Name	Location
Paddison Elementary School	2100 Crewe Street
Morrison Elementary School	13510 Maidstone Avenue
William Orr Elementary School	12130 Jersey Avenue
Thomas B. Moffitt Elementary School	13323 Goller Avenue
Nettie L. Waite Middle School	14320 Norwalk Boulevard
Norwalk High School	11365 Leffingwell Road

Operational activities associated with specific uses in the Plan Area routinely use, store, and transport hazardous materials within the Plan Area. The existing uses include warehousing, distribution, and storage, which use or store cleaning substances, solvents, adhesives, chemicals, or other hazardous materials. However, according to the Hazard Waste Tracking System, there are 168 active handlers of hazardous waste in the City as a whole.[1] These uses are varied, but include storage, furniture refinishing, environmental services, and mechanical construction,

1 California Department of Toxic Substances Control. "Hazardous Waste Tracking System." Available online at: https://hwts.dtsc.ca.gov/search?keyword=&epa_id=false&facility=false&street=&city=norwalk&active=true&zipCode=&sort=EPA_ID&sortBy=ASC&addressType=physical&manifestType=all&epaIdCategory=all&epaIdType=all&type=all&page=1&pageSize=100&issueFDate=&issueTDate=&total_records=0&=NaN&multiCounty=&county=Los+Angeles , accessed December 4, 2023.

3.5.1.3 Soil and Groundwater

The Plan Area is zoned and designated for residential, commercial, open space, and light industrial uses. Industrial uses could utilize hazardous materials that may cause soil or groundwater contamination.

Known Local Soil or Groundwater Contamination Sources

The potential to encounter hazardous materials in soil and groundwater in the Plan Area was based on a search of federal, State, and local regulatory databases that identify permitted hazardous materials uses, environmental cases, and spill sites. The following sources were reviewed to identify contaminated sites:

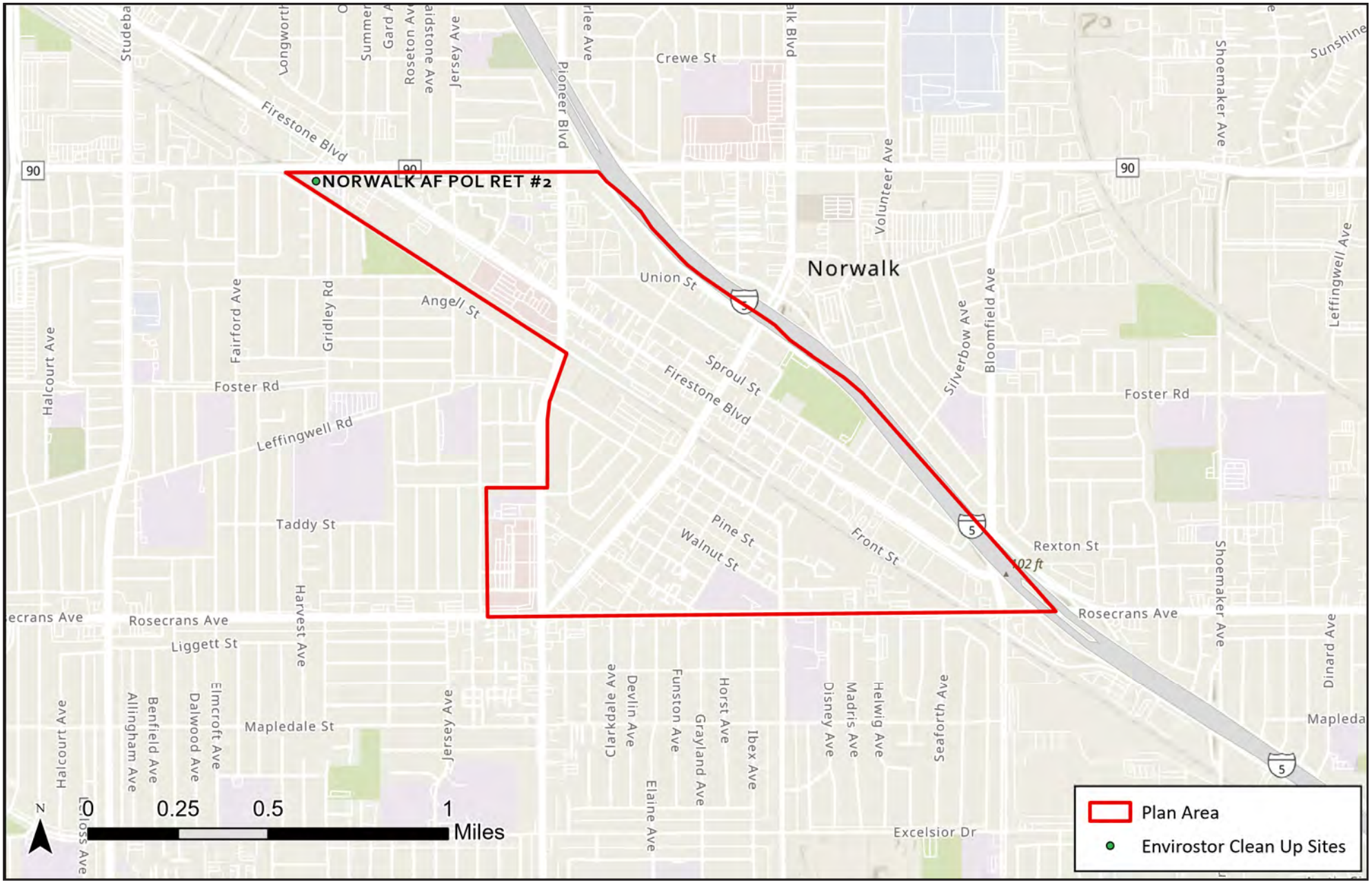
- California Department of Toxic Substances Control (DTSC) EnviroStor Database
- State Water Resources Control Board (SWRCB) Geo Tracker Database
- U.S. EPA Superfund Enterprise Management Systems (SEMS) Database

The records search reviewed federal, State, and local databases to characterize the general environmental regulatory status of properties within and in the vicinity of the Plan Area. The EnviroStor database contains information on properties in California where hazardous substances have been released or where the potential for a release exists. The GeoTracker database contains information on properties in California for sites that require cleanup, such as leaking underground storage tank (LUST) sites, which may impact, or have potential impacts to, water quality, with emphasis on groundwater. The SEMS database lists Superfund sites that are found on the NPL.

Envirostor Database

The Department of Toxic Substances Control's (DTSC) Envirostor database contains information on properties in California where hazardous substances have been released or where the potential for a release exists. A search of this database was conducted in October 2024 and 1 "Military Evaluation" voluntary was identified within the Plan Area. According to the report for the site, the cleanup status is inactive, needing evaluation as of July 1, 2005.[2] Presently, there are no new updates on the status of the cleanup. **Table 3.5-2**, **Department of Toxic Substances Control Cleanup Sites within the Plan Area,** lists the cleanup sites in the Plan Area. **Figure 3.5-1, Envirostor Sites in the Plan Area,** maps the DTSC sites in the Plan Area.

[2] Department of Toxic Substances Control, *Envirostor Report #80000335: Norwalk AF POL RET #2*. Available online at: https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=80000335, accessed October 4, 2024.



SOURCE: DTSC, 2024

FIGURE **3.5-1**

IMPACT SCIENCES

EnviroStor Sites in the Plan Area

1335.007•04/24

Table 3.5-2
Department of Toxic Substances Control Cleanup Sites within the Plan Area

Project Type	Name	Address	Status
Military Evaluation	"Norwalk AF POL RET #2"	No address listed	Inactive

Source: Department of Toxic Substance Control. Available online at: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Search, accessed October 4, 2024.

A search of the GeoTracker database was conducted in December 2023 and identified 21 cleanup sites in the Plan Area, including four "open" cleanup sites.[3] Open sites are categorized as "assessment and interim remedial action," "remediation," "site assessment," verification monitoring," "reopen case," "eligible for closure," or "inactive" for sites where no regulatory oversight activities are being conducted by the lead agency. A completed and closed site indicates that a closure letter or other formal decision document has been issued for the site. There are 17 cleanup sites within the Plan Area listed as "completed – case closed." **Table 3.5-3, Geotracker (SWQCB) Identified Cleanup Sites within the Plan Area**, lists GeoTracker cleanup sites in the Plan Area and **Figure 3.5-2, Geotracker (SWQCB) Identified Cleanup Sites within the Plan Area**, presents these sites on a map.

Table 3.5-3
Geotracker (SWQCB) Identified Cleanup Sites within the Plan Area

Site Type	Name	Address	Status
LUST Cleanup Site	Tune Up Masters	12605 E. Rosecrans Avenue	Completed - Case Closed
LUST Cleanup Site	Arco #5061	12606 E. Rosecrans Avenue	Completed - Case Closed
LUST Cleanup Site	Wells Fargo Bank	12423 E. Rosecrans Avenue	Completed - Case Closed
LUST Cleanup Site	Norwalk Auto Auction	12405 E. Rosecrans Avenue	Completed - Case Closed
LUST Cleanup Site	Arco #1690	12209 E. Rosecrans Avenue	Completed - Case Closed
LUST Cleanup Site	United Oil #21	12030 E. Rosecrans Avenue	Completed - Case Closed
LUST Cleanup Site	Shell WIC #204-5472-1703	11821 E. Rosecrans Avenue	Completed - Case Closed
LUST Cleanup Site	Five Points U-Serve, Inc.	14145 San Antonio Avenue	Open - Remediation
LUST Cleanup Site	Econo Lube N'Tune	11640 Rosecrans Avenue	Completed - Case Closed
LUST Cleanup Site	Europa Foreign Auto Repair	11737 E. Firestone Boulevard	Completed - Case Closed
LUST Cleanup Site	Durham Transportation	11600 E. Firestone Boulevard	Completed - Case Closed
LUST Cleanup Site	Norwalk Car Wash	11565 E. Firestone Boulevard	Completed - Case Closed
LUST Cleanup Site	Power Rated/Franciosi Trust	11750 E. Imperial Highway	Completed - Case Closed

[3] California State Water Resource Control Board, "Geotracker," Available online at: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Search+GeoTracker, accessed April 11, 2024.

Site Type	Name	Address	Status
LUST Cleanup Site	Vernola Automotive	13514 S. Norwalk Boulevard	Completed - Case Closed
LUST Cleanup Site	J.V. Shannon (Former)	12244 E. Front Street	Completed - Case Closed
LUST Cleanup Site	Conocophillips #251021	12042 E. Firestone Boulevard	Completed - Case Closed
LUST Cleanup Site	GTE Norwalk Central Office	12035 Front Street	Completed - Case Closed
LUST Cleanup Site	Keystone Ford	11980 Firestone Boulevard	Completed - Case Closed
Cleanup Program Site	Former Powerline Oil Refinery - Pipeline	Rosecrans Avenue / Bloomfield Avenue	Open – Site Assessment
Cleanup Program Site	Unocal/GPM Tank Farm Site (Former)	13537 San Antonio Drive	Open – Assessment & Interim Remedial Action
Cleanup Program Site	Pipelines in Vicinity of Unocal/GPM Tank Farm	San Antonio Drive and Foster Road	Open – Site Assessment

Source: California State Water Resource Control Board. Geotracker. Available online at https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=norwalk+ca#, accessed December 4, 2023.

The California Department of Conservation's Well Finder online application presents California's oil and gas industry information from the geographic perspective. The Well Finder does not identify any wells or oil fields within the Plan Area.[4]

U.S. EPA Superfund Enterprise Management System (SEMS) Database

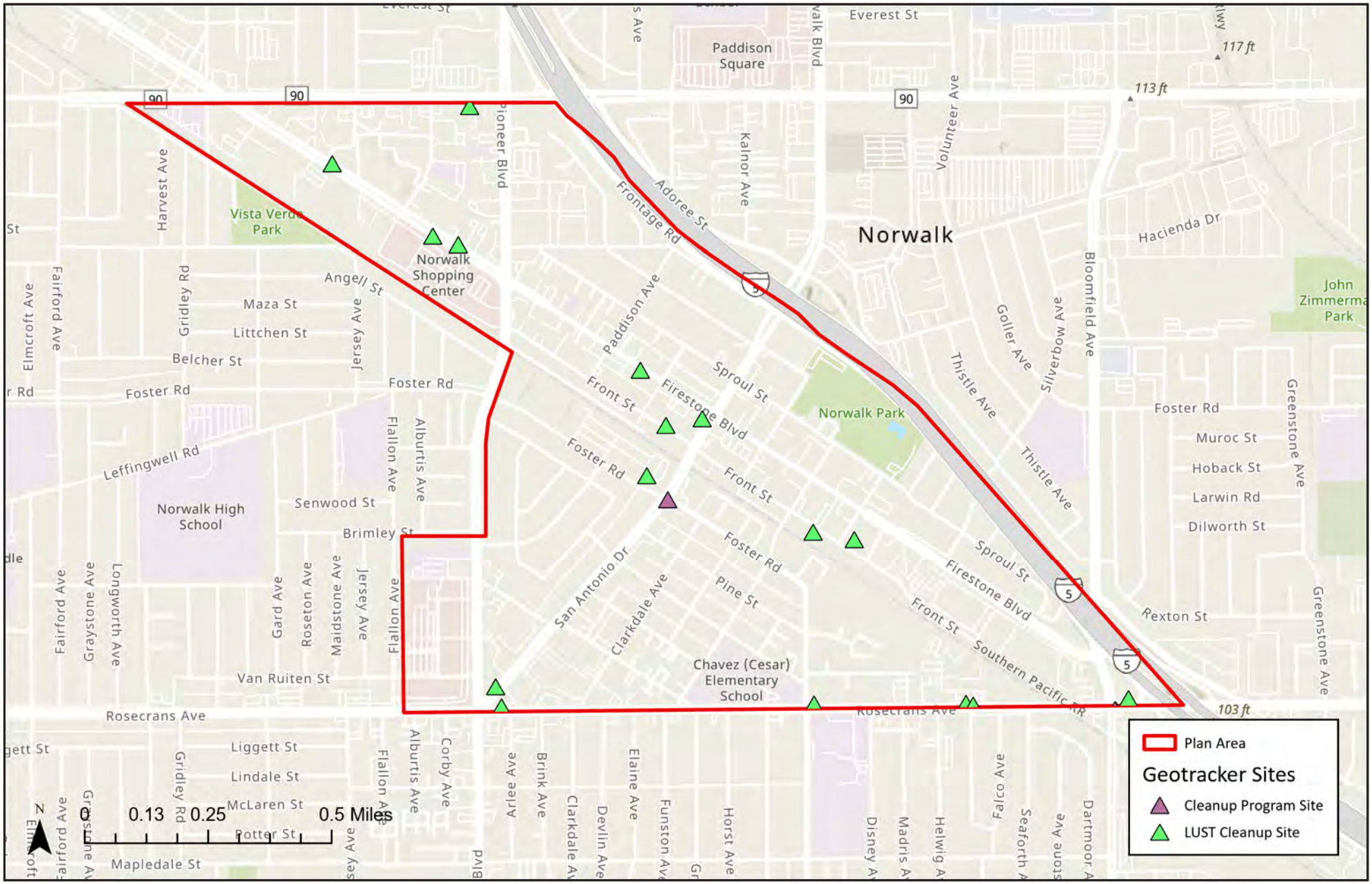
A search of the U.S. EPA database of Superfund sites conducted in December 2023 did not reveal any sites currently on the National Priorities List.

Environmental databases are updated as new sites are identified and existing sites are resolved. The intent of the database searches summarized in this document is not to provide a comprehensive listing of contaminated sites, but to provide a general characterization of the types of contamination found in the Plan Area.

3.5.1.4 Potential Hazardous Materials in Buildings

Hazardous materials, such as asbestos, lead, and Polychlorinated Biphenyls (PCBs), may also be contained in building materials and components. Procedures for dealing with these materials, and for safely removing and disposing of them in accordance with applicable regulations, have been developed by oversight agencies and are described below.

4 California Department of Conservation. "Well Finder." Available at: https://www.conservation.ca.gov/calgem/Pages/Wellfinder.aspx, accessed December 4, 2023.



SOURCE: SWQCB, 2024

FIGURE **3.5-2**

IMPACT SCIENCES

Geotracker (SWQCB) Identified Cleanup Sites within the Plan Area

Asbestos

Asbestos is a naturally occurring fibrous material that was used as a fireproofing and insulating agent in building construction before such uses were banned by U.S. EPA in the 1970s, although some nonfriable[5] use of asbestos in roofing materials still exists. The presence of asbestos can be found in materials such as ducting insulation, wallboard, shingles, ceiling tiles, floor tiles, insulation, plaster, floor backing, and many other building materials. Asbestos and asbestos containing materials (ACMs) are considered both a hazardous air pollutant and a human health hazard. The risk to human health is from inhalation of airborne asbestos, which commonly occurs when ACMs are disturbed during such activities as demolition and renovation. Due to the age of the buildings within the Plan Area, it is likely that ACMs are present.

Lead

In 1978, the Consumer Product Safety Commission set the allowable lead levels in paint at 0.06 percent by weight in a dry film of newly applied paint. In the 1970s, the chief concern for lead-based paint was its cumulative effect on body systems, primarily when paint chips containing lead were ingested by children. Research in the early 1980s showed that lead dust is of special concern because the smaller particles are more easily absorbed by the body. Common methods of paint removal, such as sanding, scraping, and burning, create excessive amounts of dust. Lead dust is especially hazardous to young children because they play on the floor and engage in a great deal of hand-to-mouth activity, increasing their potential for exposure. Lead-based paints were commonly used in buildings built prior to 1970s. Since many of the structures located within the Plan Area were built prior to the federal regulations banning its use, lead-based paints are likely to exist in the existing structures.

Polychlorinated Biphenyls

PCBs are organic oils that were formerly placed in many types of electrical equipment, including transformers and capacitors, primarily as electrical insulators. They may also be contained in hydraulic fluid used for hoists, elevators, etc. Years after widespread and commonplace installation, it was discovered that exposure to PCBs may cause various deleterious health effects and that PCBs are highly persistent in the environment. These substances have been listed as carcinogens by U.S. EPA. PCBs were banned from use in electrical capacitors, electrical transformers, vacuum pumps, and gas turbines in 1979. Because of the age of many of the properties, there is a potential for PCBs within the Plan Area.

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5 Nonfriable asbestos refers to ACMs that contain asbestos fibers in a solid matrix that does not allow for them to be easily released.

3.5.2 REGULATORY FRAMEWORK

3.5.2.1 Federal Regulations

The U.S. Environmental Protection Agency (U.S. EPA) is the main federal agency responsible for enforcing regulations relating to hazardous materials and wastes, including evaluation and remediation of contamination and hazardous wastes. The U.S. EPA works collaboratively with other agencies to enforce materials handling and storage regulations and site cleanup requirements. The Occupational Safety and Health Administration (OSHA) and the U.S. Department of Transportation (DOT) are authorized to regulate safe transport of hazardous materials.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) is the public law that creates the framework for the proper management of hazardous and non-hazardous solid waste. The law describes the waste management program mandated by Congress that gave the U.S. EPA authority to develop the RCRA program. The term RCRA is often used interchangeably to refer to the law, regulations, and the U.S. EPA policy and guidance.

U.S. Department of Transportation. Hazardous Materials Transport Act (49 USC 5101)

The DOT, in conjunction with the U.S. EPA, is responsible for enforcement and implementation of federal laws and regulations pertaining to transportation of hazardous materials. The Hazardous Materials Transportation Act of 1974 directs the DOT to establish criteria and regulations regarding the safe storage and transportation of hazardous materials. Code of Federal Regulations (CFR) 49, 171–180, regulates the transportation of hazardous materials, types of material defined as hazardous, and the marking of vehicles transporting hazardous materials.

Toxic Substances Control Act

Congress enacted the Toxic Substances Control Act (TSCA) of 1976 to give U.S. EPA the ability to track the approximately 75,000 industrial chemicals currently produced or imported into the United States. The U.S. EPA repeatedly screens these chemicals and can require reporting or testing of those that may pose an environmental or human-health hazard. The U.S. EPA can ban the manufacture and import of those chemicals that pose an unreasonable risk.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) provides a Federal "Superfund" to clean up uncontrolled or abandoned hazardous-waste sites as well as accidents, spills, and other emergency releases of pollutants and contaminants into the environment. Through CERCLA, the U.S. EPA was given power to seek out those parties responsible for any release and assure their cooperation in the cleanup.

Emergency and Community Right to Know Act

The Emergency and Community Right to Know Act (EPCRA) was enacted by Congress as the national legislation on community safety. This law was designated to help local communities protect public health, safety, and the environment from chemical hazards. EPCRA was passed in response to concerns regarding the environmental and safety hazards posed by the storage and handling of toxic chemicals. EPCRA establishes requirements for federal, state, and local governments; tribes; and industry regarding emergency planning and "Community Right-to-Know" reporting on hazardous and toxic chemicals. The Community Right-to-Know provisions help increase the public's knowledge and access to information on chemicals at individual facilities, their uses, and releases into the environment. States and communities, working with facilities, can use the information to improve chemical safety and protect public health and the environment. To implement EPCRA, Congress required each state to appoint a State Emergency Response Commission (SERC). The SERCs were required to divide their states into Emergency Planning Districts and to name a Local Emergency Planning Committee for each district.

3.5.2.2 State Regulations

Department of Toxic Substances Control

The State Department of Toxic Substances Control (DTSC) is authorized by CAL EPA to administer the hazardous waste laws and oversee remediation of hazardous wastes sites. Regulations require that DTSC "shall compile and update as appropriate, but at least annually, and shall submit to the Secretary for Environmental Protection, a list of all the following: (1) [a]ll hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code (HSC)."[6]

The hazardous waste facilities identified in HSC Section 25187.5 are those where DTSC has taken or contracted for corrective action because a facility owner/operator has failed to comply with a date for taking

6 State of California Government Code, Title 22, Section 65962.5.

corrective action in an order issued under the HSC, or because DTSC determined that immediate corrective action was necessary to abate an imminent or substantial endangerment.[7]

Hazardous Waste Control Law of 1972

The Hazardous Waste Control Act (Health and Safety Code Sections 25100 et seq.) created the State hazardous waste management program, which is similar to but more stringent than the federal RCRA program. The Act is implemented by regulations contained in Title 26 of the California Code of Regulations (CCR), which describes the following required aspects for the proper management of hazardous waste: identification and classification; generation and transportation; design and permitting of recycling, treatment, storage, and disposal facilities; treatment standards; operation of facilities and staff training; and closure of facilities and liability requirements. These regulations list more than 800 materials that may be hazardous and establish criteria for identifying, packaging, and disposing of such waste. Under the Hazardous Waste Control Act and Title 26, the generator of hazardous waste must complete a manifest that accompanies the waste from generator to transporter to the ultimate disposal location. Copies of the manifest must be filed with DTSC.

Hazardous Materials Release Response Plans and Inventory Law of 1985

The Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act; HSC Division 20 Chapter 6.95 [25500–25547.8]) governs hazardous materials handling, reporting requirements, and local agency surveillance programs.

California Disaster Assistance Act

The California Disaster Assistance Act (CDAA; CCR Title 19, Chapter 6) authorizes the Director of the California Governor's Office of Emergency Services (Cal OES) to administer a disaster assistance program that provides financial assistance from the State for costs incurred by local governments as a result of a disaster event. Funding for the repair, restoration, or replacement of public real property damaged or destroyed by a disaster is made available when the Director concurs with a local emergency proclamation requesting state disaster assistance.[8]

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7 State of California Health and Safety Code, Section 25187.5.

8 California Office of Emergency Services, *California Disaster Assistance Act (CDAA)*, 2019. Available online at: https://www.caloes.ca.gov/cal-oes-divisions/recovery/public-assistance/california-disaster-assistance-act, accessed December 4, 2023.

Hazardous Substances Account Act (State Superfund) (HSC Sections 25300–25301)

Chapter 6.8 of the California Health and Safety Code requires the DTSC to include "the largest manageable number" of potentially responsible parties (PRPs) in any cleanup order that applies to a multiple PRP site after considering certain factors, including the adequacy of the evidence of each PRP's liability, the financial viability of each PRP, and the degree to which each PRP contributed to the release of hazardous substances at the site.[9]

Hazardous Materials Release Cleanup (Assembly Bill 440 Chapter 588)

Assembly Bill 440 (AB 440) Chapter 588, passed into law in 2013, authorizes a local agency to take clean up action similar to that under the Polanco Redevelopment Act that the local agency determines is necessary, consistent with other State and federal laws, to remedy or remove a release of hazardous substances within the boundaries of the local agency. AB 440 allows the local agency to designate another agency, in lieu of the department or the regional board, to review and approve a cleanup plan and to oversee the cleanup of hazardous material from a hazardous material release site, under certain conditions. It also provides immunity to the local agency as long as the action is in accordance with a cleanup plan prepared by a qualified independent contractor, and approved by the department, a regional board, or the designated agency, and the cleanup is undertaken and properly completed. Finally, AB 440 authorizes the local agency to recover cleanup costs from the responsible party.[10]

Asbestos Regulations

In 1990, the California Air Resources Board (CARB) issued an Airborne Toxic Control Measure (ATCM), which prohibited the use of serpentine aggregate for surfacing if the asbestos content was 5 percent or more.[11] In July 2000, CARB adopted amendments to the existing ATCM prohibiting the use or application of serpentine, serpentine-bearing materials and asbestos-containing ultramafic rock for covering unpaved surfaces unless it has been tested using an approved asbestos bulk test method and determined to have an asbestos content that is less than 0.25 percent.[12] In July 2001, CARB adopted a new ATCM for construction,

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9 California Legislative Information, *ARTICLE 1, Short Title and Legislative Intent [25300-25301]*, 1999.

10 California Legislative Information, *Assembly Bill No, 440*. 2013.

11 California Air Resources Board, *Asbestos ATCM for Surfacing Applications.* Available online at: https://ww3.arb.ca.gov/toxics/atcm/asbeatcm.htm, accessed December 4, 2023.

12 California Air Resources Board, *Regulatory Advisory: Amendments to the Asbestos Regulation for Surfacing Applications*, 2001. Available online at: https://ww3.arb.ca.gov/toxics/asbestos/atcm/regadv1101.pdf, accessed December 4, 2023.

grading, quarrying, and surface mining operations in areas with serpentine or ultramafic rocks.[13] These regulations are codified in Title 17, Section 93105 of the CCR. The regulations require preparation and implementation of an Asbestos Dust Mitigation Plan for construction or grading activities on sites greater than 1 acre in size with known Naturally Occurring Asbestos (NOA) soils. The air districts enforce this regulation.[14]

In October 2000, the Governor's Office of Planning and Research (OPR) issued a memorandum providing guidance to lead agencies in analyzing the impacts of NOA on the environment through the California Environmental Quality Act (CEQA) review process.[15] In 2004, as part of its school-site review program, the DTSC's School Property Evaluation and Cleanup Division released interim guidance on evaluating NOA at school sites.[16]

In addition, HSC Section 19827.5 prohibits the issuance of demolition permits by local and State agencies for any building or structure that has not submitted all required asbestos notifications to the U.S. EPA, pursuant to Part 61 of Title 40 of the Code of Federal Regulations.[17]

California Occupational Safety and Health Administration (Cal/OSHA) Regulations. Cal/OSHA sets forth regulations for the disturbance of Asbestos Containing Construction Materials (ACCMs) including removal operations for all types of ACCMs. Cal/OSHA requires contractors and employers that remove ACCMs to be registered and consultants and technicians who conduct sampling and/or removal to be certified. In addition, the agency has developed standards for general industry and the construction industry hazardous waste operations and emergency response. Cal/OSHA ensures that employers must have controls to reduce and monitor exposure levels of hazardous materials, an informational program describing any exposure during operations and the inspection of drums and containers prior to removal or

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13 California Air Resources Board, *Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations*, 2001. Available online at: https://ww3.arb.ca.gov/toxics/asbestos/atcm/regadv0702.pdf, accessed December 4, 2023.

14 California Air Resources Board, *Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations*, 2001. Available online at: https://ww3.arb.ca.gov/toxics/asbestos/atcm/regadv0702.pdf, accessed December 4, 2023.

15 Governor's Office of Planning and Research, *Addressing Naturally Occurring Asbestos in CEQA Documents*, 2000. Available online at: http://www.co.mendocino.ca.us/aqmd/pdf_files/NOA_OPR.pdf, accessed December 4, 2023.

16 Department of Toxic Substances Control. ,*Guidance Naturally Occurring Asbestos (NOA) at School Sites*, 2004. Available online at: https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/SMBRP_POL_Guidance_Schools_NOA.pdf, accessed December 4, 2023.

17 California Legislative Information. *ARTICLE 1. Contents [19825-19829]*, 1979.

opening. Decontamination procedures and emergency response plans must be in place before employees begin working in hazardous waste operations.[18]

California Code of Regulations (CCR) Title 8 Section 1529. This section of the CCR regulates asbestos exposure for work identified in Section 1502, including demolition or salvage of structures where asbestos is present; removal or encapsulation of materials containing asbestos; construction, alteration, repair, maintenance, or renovation of structures, substrates, or portions thereof, that contain asbestos, installation of products containing asbestos; asbestos spill/emergency cleanup; transportation, disposal, storage, containment of and housekeeping activities involving asbestos or products containing asbestos, on the site or location at which construction activities are performed; and excavation that may involve exposure to asbestos as a natural constituent which is not related to asbestos mining and milling activities.[19]

Lead Regulations

Because of its toxic properties, lead is regulated as a hazardous material. Lead is also regulated as a toxic air contaminant. State-certified contractors must perform inspection, testing, and removal (abatement) of lead-containing building materials in compliance with applicable health and safety and hazardous materials regulations, including those outlined in Title 17 of the CCR.

CCR Title 8 Section 1532.1. This section of the CCR applies to all construction work where employees could be occupationally exposed to lead, including demolition or salvage of structures where lead or materials containing lead are present; removal or encapsulation of materials containing lead; new construction, alteration, repair, or renovation of structures, substrates, or portions thereof, that contain lead or materials containing lead; installation of products containing lead; lead contamination/emergency clean-up; transportation, disposal, storage, or containment of lead or materials containing lead on the site or location at which construction activities are performed; and maintenance operations associated with construction activities. This section sets a maximum exposure limit; requires an assessment to determine whether employees may be exposed to lead; requires employees to create a compliance program to ensure that employee exposure to lead are at or below the permissible exposure limit to the extent feasible; and requires that employees with exposure to lead are provided with respiratory protection, protective work clothing and equipment.[20]

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18 California Department of Industrial Relations, *Cal/OSHA*, 2019. Available online at: https://www.dir.ca.gov/DOSH/, accessed December 4, 2023.

19 California Code of Regulations, §1529, Asbestos. Available online at: https://www.dir.ca.gov/title8/1529.html, accessed December 4, 2023.

20 California Code of Regulations, §1532.1, Lead. Available online at: https://www.dir.ca.gov/title8/1532_1.html, accessed December 4, 2023.

Other state laws that address lead include:

- Hazardous Waste Control Law
- Safe Drinking Water and Toxic Enforcement Act of 1986 (Proposition 65)
- Carpenter-Presley-Tanner Hazardous Substances Account Act
- Hazardous Waste Management Planning and Facility Siting (Tanner Act)
- Hazardous Materials Release Response Plan and Inventory Law of 1985 (Business Plan Act)

California Accidental Release Prevention Program

The California Accidental Release Prevention Program (CalARP; CCR Title 19, Division 2, Chapter 4.5) was implemented on January 1, 1997, and replaced the California Risk Management and Prevention Program (RMPP). The CalARP program encompasses both the federal "Risk Management Program," established in the Code of Federal Regulations, Title 40, Part 68, and the State of California program, in accordance with the Title 19 of the California Code of Regulations, Division 2, Chapter 4.5.

The main objective of the CalARP program is to prevent accidental releases of those substances determined to potentially pose the greatest risk of immediate harm to the public and the environment, and to minimize the consequences if releases do occur. These substances are called regulated substances and include both flammable and toxic hazardous materials listed on the Federal Regulated Substances for Accidental Release Prevention and on the State of California Regulated Substances lists. Businesses that handle regulated substances in industrial processes above threshold quantity levels are subject to CalARP program requirements.

The CalARP program requires businesses to have planning activities that are intended to minimize the possibility of an accidental release by encouraging engineering and administrative controls. It is further intended to mitigate the consequences of an accidental release, by requiring owners or operators of facilities to develop and implement an accident prevention program.

California Human Health Screening Levels

The California Human Health Screening Levels (CHHSLs) were developed as a tool to assist in the evaluation of contaminated sites for potential adverse threats to human health. Preparation of the CHHSLs was required by the California Land Environmental Restoration and Reuse Act of 2001. The CHHSLs were developed by OEHHA, an agency under the umbrella of Cal/EPA, and are contained in its report entitled "Human-Exposure- Based Screening Numbers Developed to Aid Estimation of Cleanup Costs for

Contaminated Soil."[21] The thresholds of concern used to develop the CHHSLs are an excess lifetime cancer risk of one in 1 million and a hazard quotient of 1.0 for non-cancer health effects. The CHHSLs were developed using standard exposure assumptions and chemical toxicity values published by the U.S. EPA and Cal/EPA. The CHHSLs can be used to screen sites for potential human health concerns where releases of hazardous chemicals to soils have occurred. Under most circumstances, the presence of a chemical in soil, soil gas, or indoor air at concentrations below the corresponding CHHSLs can be assumed to not pose a significant health risk to people who may live (residential CHHSLs) or work (commercial/ industrial CHHSLs) at the site.

California Fire Code (CFC)

The CFC is Chapter 9 of CCR Title 24. It is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The CFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The CFC and the California Building Code use a hazard classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the CFC employs a permit system based on hazard classification. The CFC is updated every three years.

2023 State of California Emergency Plan

The 2023 State of California Emergency Plan, also referred to as the State Emergency Plan (SEP), addresses the state's response to extraordinary emergency situations associated with natural disasters or human-caused emergencies. The California Emergency Services Act provides the basic authorities for conducting emergency operations following the proclamation of emergencies by appropriate local officials and/or the Governor. The provisions of this act are further reflected and expanded upon by local emergency ordinances. In accordance with this act, the SEP describes the methods for carrying out emergency operations, the process for rendering mutual aid, the emergency services of governmental agencies, how resources are mobilized, how the public will be informed and the process to ensure continuity of government during an emergency or disaster. The SEP emphasizes mitigation programs to reduce the vulnerabilities to disaster and preparedness activities to ensure the capabilities and resources are available for an effective response. To assist communities and governments to recover from the disaster, the SEP

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21 Office of Environmental Health Hazard Assessment, *Human-Exposure-Based Screening Numbers Developed to Aid Estimation of Cleanup Costs for Contaminated Soil,* 2005. Available online at: https://oehha.ca.gov/risk-assessment/crnr/human-exposure-based-screening-numbers-developed-aid-estimation-cleanup-costs, accessed December 4, 2023.

outlines programs that establish a consistent, statewide framework to enable state, local, tribal governments; federal government; and the private sector to work together to mitigate, prepare for, respond to, and recover from the effects of emergencies regardless of cause, size, location, or complexity.

2023 State Hazard Mitigation Plan

Approved by FEMA in September 2018, as an Enhanced State Mitigation Plan, the 2023 State Hazard Mitigation Plan (SHMP) update continues to build upon California's commitment to reduce or eliminate the impacts of disasters caused by natural, technological, accidental, and adversarial/human-caused hazards, and further identifies and documents progress made in hazard mitigation efforts, new or revised state and federal statutes and regulations, and emerging hazard conditions and risks that affect the State of California. Resilience depends on the whole community and is a shared responsibility for all levels of government, private and nonprofit sectors, and individuals.

3.5.2.3 Regional Regulations

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) works with CARB and is responsible for developing and implementing rules and regulations regarding air toxics on a local level. The SCAQMD establishes permitting requirements, inspects emission sources, and enforces measures through educational programs and/or fines. The Clean Air Act regulates asbestos as a hazardous air pollutant, which subjects it to regulation by South Coast Air Quality Management District (SCAQMD) under its Rule 1403, which specifies work practices to minimize asbestos emissions during building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACMs). OSHA also regulates asbestos as a potential worker safety hazard. These rules and regulations prohibit emissions of asbestos from demolition or construction activities, require medical examinations and monitoring of employees engaged in activities that could disturb asbestos fibers, and require notice to federal and local government agencies prior to renovation or demolition activities that could disturb asbestos.[22]

[22] South Coast Air Quality Management District, *Rule 1403, Asbestos Emissions from Demolition/Renovation Activities*, 2007. Available online at: http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1403.pdf, accessed December 4, 2023.

Los Angeles County Operational Area Emergency Response Plan

The County of Los Angeles Operational Area Emergency Operations Plan (OAEOP) establishes the County's coordinated emergency management system, which includes prevention, protection, response, recovery, and mitigation within the operational area (OA). The plan describes:

- Emergency organization
- Authorities and responsibility of the emergency organization
- Mutual aid process during emergencies to ensure effective coordination of needed resources

Circumstances exist in which a County Local Emergency proclamation will cover both unincorporated and incorporated areas within the County. Cities within the County are bound by County rules and regulations adopted by the County pursuant to Section 8634 of the Government Code during a County proclaimed Local Emergency when the local emergency includes both incorporated and unincorporated territory of the County even if the cities impacted do not proclaim the presence of a local emergency on their own.

3.5.2.4 Local Regulations

Los Angeles County Hazardous Waste Management Plan

The Los Angeles County Hazardous Waste Management Plan, adopted in November of 1989, contains policies and objectives as well as recommendations for hazardous waste minimizations, recycling and reclaiming, treatment, and disposal. The plan identifies future hazardous waste treatment and disposal needs and establishes County wide policy for waste treatment, transportation, and disposal. The plan also outlines criteria for choosing appropriate treatment and disposal sites.

City of Norwalk Municipal Code

The City's Municipal Code includes multiple references to hazards and hazardous materials;[23]

- Chapter 8.16, Capping of Abandoned Wells
- Chapter 8.48, Solid Waste Handling and Recycling Services
- Chapter 17.02 Article II, Consistency with Hazardous Waste Management Plan
- Chapter 18.04, Stormwater Management and Discharge Control

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23 City of Norwalk, *Norwalk Municipal Code.* Available online at: https://ecode360.com/NO4978 , accessed April 11, 2024.

Local Hazard Mitigation Plan

In 2022, the City of Norwalk adopted a Local Hazard Mitigation Plan (LHMP). In order to support pre-disaster and post-disaster activities, an active LHMP is required to maintain FEMA (Federal Emergency Management Agency) funding eligibility. The plan documents the natural and artificial hazards and identifies reduction strategies to reduce the impact of future disasters. The Norwalk Emergency Management Office oversees the planning and implementation process of the LHMP.[24]

The purpose of the LHMP is to:

- Identify the top hazards within the City;
- Develop mitigation strategies that minimize the risk of exposure to hazards and facilitates an organized response to a disaster, should one occur;
- Examine the risk to residents, buildings, and critical facilities from hazardous impacts.

3.5.3 IMPACTS AND MITIGATION MEASURES

3.5.3.1 Thresholds of Significance

The following thresholds for determining the significance of impacts related to hazards and hazardous materials are contained in the environmental checklist form contained in Appendix G of the most recent update of the *State CEQA Guidelines*. Adoption and/or implementation of the Proposed Plan could result in significant impacts due to the use and/or transportation of hazards and hazardous materials, if any of the following would occur:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- 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;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

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24 City of Norwalk, *Local Hazard Mitigation Plan*, 2021. Available online at: https://www.norwalk.org/home/showpublisheddocument/26724/637849437930330000, accessed April 11, 2024.

- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;

- 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 Plan Area;

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

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

3.5.3.2 Methodology

The analysis in this section includes a focus on the use, disposal, transport, and management of hazardous or potentially hazardous materials resulting from potential development or redevelopment resulting from the implementation of the Proposed Plan. Disposal options, the probability for risk of upset, and the severity of consequences to people or property associated with the increased use, handling, transport, and/or disposal of hazardous materials associated with the implementation of the Proposed Plan is also analyzed. This section addresses potential short-term construction impacts resulting from demolition of existing (usually older) structures, as well as from disturbance of contaminated soils, and impacts related to the operation of development in the Plan Area over time. Operational impacts would generally be associated with the type of uses proposed and the materials that operation of these uses would entail. In determining the level of significance, the analysis assumes that any development under the Proposed Plan would comply with relevant federal and State laws and regulations.

In 2015, the California Supreme Court in *CBIA v. BAAQMD*, held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of a project. However, if a project exacerbates a condition in the existing environment, the lead agency is required to analyze the impact of that exacerbated condition on future residents and users of a project, as well as other impacted individuals. Therefore, the analysis focused on the potential for the Proposed Plan to exacerbate an existing condition.

3.5.4 ENVIRONMENTAL IMPACTS

Impact HAZ-1 **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.**

Currently, the majority of the Plan Area is zoned and designated residential, commercial, open space, and light industrial uses. The Plan Area currently consists of multiple corridors of underutilized commercial and retail uses along Firestone Boulevard and San Antonio Drive. The Proposed Plan includes proposed zone changes and General Plan amendments that would allow for future mixed-use development to occur within the Plan Area. Future development under the Proposed Plans would predominantly occur within the Front Street Historic District, Town Square District, and the Triangle District. Presently, the existing Front Street Historic District contains commercial as well as industrial uses. However, in the proposed Front Street District, some of the industrial uses would be replaced for more commercial uses. As no new industrial uses are being proposed, the Proposed Plan would not exacerbate any existing hazardous material risks.

Construction

Construction of future development projects under the Proposed Plan may include the use of hazardous materials in the form of paints, solvents, glues, roofing materials, and other common construction materials containing toxic substances would be transported to individual construction sites. In addition, asbestos, lead, PCBs, or other hazardous materials could exist within buildings that would be demolished or remodeled within the Plan Area. Therefore, hazardous material surveys and abatement activities for buildings constructed prior to the 1980s would be required pursuant to the existing U.S. DOT, DTSC, Title 27 of the California Code of Regulations, CalEPA, Cal/OSHA regulations, and Section 19827.5 of the California Health and Safety Code, which are described above. In addition, all PCBs, asbestos-containing materials, and lead based paints are required to be abated in accordance with SCAQMD, Cal/OSHA, and California Health and Safety Code requirements prior to demolition or renovation activities commence.

The asbestos, lead, PCBs, or other hazardous materials that may be encountered during demolition or construction activities would be transported and disposed of in compliance with all applicable regulations for the handling of such waste, including SCAQMD Rule 1403 (asbestos) and the California Code of Regulations. Additionally, appropriate documentation for hazardous waste that is transported in connection with activities at development sites (such as disposal of asbestos or building materials containing lead-based paint or PCBs) would be required by the City's Public Works Department prior to issuance of any demolition or construction permits (as required by federal, state, and city regulations) to ensure compliance with the existing hazardous materials regulations described above. These requirements

were developed to protect human health and the environment and compliance with these existing regulations would reduce impacts related to demolition, transport, and disposal of hazardous materials to a less than significant level. Given the high level of contamination in the Plan Area, implementation of **Mitigation Measure HAZ-1** would be required.

Operation

The proposed uses within the districts may involve the use, storage, disposal, or transportation of hazardous materials, but the potential residential commercial uses do not generally involve the use, storage, disposal, or transportation of significant quantities of hazardous materials. Such materials would likely be limited to solvents, paints, chemicals used for cleaning and building maintenance, and landscaping supplies. These materials would not be substantially different from chemicals used for cleaning and solvents already widely used throughout the Plan Area.

Future development under the Proposed Plan would reduce the amount of industrial uses within the Plan Area by approximately 71,321 square feet. Future operation of any existing industrial uses, as well as production retail uses, would be conducted in accordance with all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Onsite activity involving hazardous substances (e.g., diesel fuel, oil, lubricants), and the transport, storage, handling, and retail sale of these substances must adhere to applicable local, State, and federal safety standards, ordinances, or regulations. Businesses engaged in the use, sale, storage, or transport of hazardous substances are monitored by various local (i.e., the County of Los Angeles and the Los Angeles County Fire Department) and State (i.e., DTSC) entities. Potentially hazardous waste produced during operation would also be collected, stored, and disposed of in accordance with applicable laws and regulations. Therefore, potential impacts associated with operation would be less than significant.

Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

HAZ-1 For discretionary projects within the Plan Area, prior to construction activities onsite, a Phase I investigation shall be conducted to assess if there are any reasons to suspect that hazardous materials could be present. If current or past use of contaminants of potential concern are discovered through the Phase I investigation, or if the property has ever contained a gas station, dry cleaners or hazardous chemical storage tanks, a Phase II would

be required. The Phase II investigation shall be conducted in accordance with guidelines developed by the Department of Toxic Substances Control (DTSC) and Environmental Protection Agency (EPA) for site assessments. The Phase II investigation shall estimate the potential threat to public health and the environment if concentrations of pesticides are encountered using methods outlined in DTSC's Preliminary Endangerment Assessment Guidance Manual and DTSC's Screening Level Human Health Risk Assessment guidance for implementing screening level risk analysis. The Phase II investigation shall be submitted to the City of Norwalk for review and approval by an independent third-party reviewer. If the Phase II testing reveals concentrations of contaminants above health-based screening levels for residential exposure, remediation of the site shall be required to address residual contamination above health-based level of concern. Remediation may include excavation and disposal of impacted soil or capping elevated areas beneath paved areas. The Construction Contractor shall implement the recommendations outlined in the Phase II.

Significance After Mitigation

Mitigation Measure HAZ-1 would reduce potential for the release of contamination to less than significant levels.

Impact HAZ-2 **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.**

Construction

The Proposed Plan includes land use and zone changes that would allow for future mixed-use development to occur within the Plan Area. The Proposed Plan changes some of the areas currently designated for industrial uses to commercial uses and would result in an overall reduction in the square footage of industrial use in the Plan Area.

Project implementation could facilitate demolition or redevelopment of existing buildings within the Plan Area. Structures built before the 1970s typically contain ACMs. Demolition or redevelopment of these structures could result in health hazard impacts to workers if not remediated prior to construction activities. Therefore, demolition and construction activities would be required to adhere to SCAQMD Rule 1403, which establishes survey requirements, notification, and work practice requirements to prevent

asbestos emissions from emanating during building renovation and demolition activities and California Occupational Safety and Health Administration (CalOSHA) regulations regarding lead-based materials. The California Code of Regulations, Section 1532.1, requires testing, monitoring, containment, and disposal of lead-based materials, such that exposure levels do not exceed CalOSHA standards.

The use of Best Management Practices during construction implemented as part of a Stormwater Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System General Construction Permit would minimize potential adverse effects to the general public and the environment. Construction contract specifications would include strict on-site handling rules to keep construction and maintenance materials out of groundwater and soils. BMPs include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

In addition, grading and excavation of sites during construction of projects under the Proposed Plan may expose construction workers and the public to potentially unknown hazardous substances present in the soil. If any unidentified sources of contamination are encountered during grading or excavation, the handling and removal activities required could pose health and safety risks to workers and the public. Soil, water, or air contamination could cause various short-term or long-term adverse health effects in persons exposed to the hazardous substances.

It is also possible that old underground storage tanks (USTs) that were in use prior to permitting and record keeping requirements may be present within the Plan Area. If an unidentified UST were to be uncovered or disturbed during construction activities, it could pose both health and safety risks, such as the exposure of workers, tank handling personnel, and the public to tank contents or vapors. Potential risks, if any, posed by USTs would be minimized by managing any uncovered tank pursuant to existing Los Angeles County standards as enforced and monitored by the County Department of Public Health/Environmental Health Division and DTSC, which would reduce potential hazards impacts related to unknown contamination or USTs to a less-than-significant level.

Mitigation Measure HAZ-1 requires a Phase I, and if necessary, a Phase II investigation prior to construction activities to determine any potential contaminations due to previous uses. If necessary, specific remediation and cleanup activities would be required by the existing federal and state regulations, under the supervision of the DTSC before construction activities could begin. Construction activities of developments under the Proposed Plan would be done in compliance with existing agency regulations related to hazardous materials. As a result, potential impacts related to the reasonably foreseeable upset or accident conditions involving release of hazardous materials into the environment would be less than significant with **Mitigation Measure HAZ-1** incorporated.

Operation

The Proposed Plan would revitalize the Plan Area by adopting new development standards and regulations for future development. The Proposed Plan includes land use and zone changes that would allow for future mixed-use development to occur within the Plan Area. Underutilized retail, office, and industrial uses could be replaced or reimagined with new uses. This redevelopment would facilitate the removal of existing hazardous building materials that may be present and would also cleanup potentially contaminated sites. The reduction in industrial uses within the Plan Area would reduce the potential for the operation of new development to result in risk of upset or accidents that could release existing hazardous materials that are located on the project site into the environment.

In general, risks from hazards and hazardous materials would be addressed through compliance with existing federal, state, and local regulations. Development under the Proposed Plan would involve a variety of land uses and would include the use of and storage of common hazardous materials such as paints, solvents, and cleaning products. Additionally, building mechanical systems and grounds and landscape maintenance could also use a variety of products formulated with hazardous materials, including fuels, cleaners, lubricants, adhesives, sealers, and pesticides/herbicides. The environmental and health effects of different chemicals are unique to each chemical and depend on the extent to which an individual is exposed. The exposure of individuals to hazardous materials would be limited by the relatively small quantities of these materials that would be stored and used on individual project sites throughout the Plan Area. Any business or facility which uses, generates, processes, produces, packages, treats, stores, emits, discharges, or disposes a hazardous material (or waste) is a handler and would require a hazardous materials handler permit and would be required to provide regular reporting to the California Environmental Reporting System (CERS).

Future development under the Proposed Plan could result in the storage of hazardous materials within the Plan Area; however, the materials would generally be in the form of routinely used common chemicals. All hazardous materials would be used and stored in accordance with applicable regulations and such uses

would be required to comply with federal and State laws to reduce the potential consequences of hazardous materials accidents. As a result, implementation of the Proposed Plan would not result in a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and impacts would be less than significant.

Significance Before Mitigation

Potentially Significant for construction, less than significant for operation.

Mitigation Measures

Mitigation Measure HAZ-1 above would reduce construction impacts to less than significant.

Significance After Mitigation

Less than significant for construction and operation.

Impact HAZ-3 **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.**

The Proposed Plan would facilitate the development and redevelopment of various land uses in the Plan Area, concentrated within three districts. The Proposed Plan provides for mixed urban land uses such as residential, retail commercial, institutional, public, and office uses. As shown in **Table 3.5-1, Schools within a ¼ mile Radius of the Plan Area**, the closest schools within and near the Plan Area include: Paddison Elementary School, Morrison Elementary School, William Orr Elementary School, Thomas B. Moffitt Elementary School, Nettie L. Waite Middle School, and Norwalk High School.

Additionally, routine use, transport, and disposal of hazardous materials would occur as part of future development associated with the Proposed Plan. Common hazardous materials would be used in the construction and operation of new development in the Plan Area, including use of standard construction materials (e.g., paints, solvents, and adhesives), cleaning and other maintenance products, diesel and other fuels (used in construction and maintenance equipment and vehicles), and pesticides associated with landscaping around new developments. However, the types of uses that would emit or release hazardous or acutely hazardous materials into the environment are typically industrial manufacturing facilities, which are uses that are already occurring within the Plan Area but would be reduced and in some cases replaced by other uses. Residential, office, civic, retail/commercial uses would be permitted in each of the three new

zoning districts. It is not anticipated or assumed that new industrial uses would occur in the Plan Area. Compared to existing conditions, this would reduce the amount of industrial uses that would have potential to emit hazardous emissions or handle hazardous materials in the vicinity of schools.

In addition, all businesses that handle or transport hazardous materials (such as dry cleaners or automotive repair shops) would be required to comply with the provisions of the State and federal regulations for hazardous wastes, as described previously. The laws and regulations related to the generation of hazardous emissions and handling hazardous materials are intended to minimize potential health risks associated with their use or the accidental release of such substances.

Compliance with existing regulations would minimize the risks associated with the exposure of sensitive receptors, including schools, to hazardous materials to a less than significant level. Therefore, future development under the Proposed Plan would result in a less than significant impact related to the emissions or handling of hazardous materials within the vicinity of schools.

Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than Significant Impact.

Impact HAZ-4 **Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.**

Government Code section 65962.5 requires Cal EPA to develop an updated Cortese List. The DTSC is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information for the Cortese List. The following resources were reviewed to provide hazardous material release information:

- California Department of Toxic Substances Control (DTSC) EnviroStor Database

- State Water Resources Control Board Geo Tracker Database
- U.S. EPA Superfund Enterprise Management Systems (SEMS) Database

As previously discussed, and as shown in **Table 3.5-2, Department of Toxic Substances Control Cleanup Sites within the Plan Area,** and **Table 3.5-3**, **Geotracker (SWQCB) Identified Cleanup Sites within the Plan Area**, the Plan Area contains sites that have been identified on various regulatory databases as being contaminated from the release of hazardous substances in the soil or groundwater. Although three sites within **Table 3.5-2** were identified cleanup sites (11821 E. Rosecrans Avenue, 11600 E. Firestone Boulevard, and 11565 E. Firestone Boulevard), these sites have been remediated and their cases are closed, making them viable for development. While none of the identified contaminated sites are proposed for development, unknown contamination may exist and construction activity that disturbs soil or groundwater could have the potential to result in the release of hazardous materials, which could adversely affect construction workers and/or neighboring properties and occupants. Further, redevelopment could occur on any site within the Plan Area, including those not specifically designated for new uses. To address concerns around development on toxic sites, it is common for a Phase I ESA to be conducted prior to excavation and construction activity. **Mitigation Measure HAZ-1** requires a Phase I, and if necessary, a Phase II investigation prior to construction activities to determine any potential contaminations due to previous uses. The purpose of the Phase I ESA is to identify Recognized Environmental Conditions (RECs) associated with soil and groundwater contamination. As discussed under **Impact HAZ-2**, if contaminated sites are identified through a Phase I or Phase II assessment, specific remediation and cleanup activities, would be required, if necessary, by the existing federal and state regulations, under the supervision of the DTSC before construction activities could begin. For any site that is determined to need remediation, DTSC requires a Remedial Action Work Plan (RAW) or CLRRA Response Plan pursuant to Health and Safety Code Section 25356.1 and 25395.96.

The process described above would normally identify and, as necessary, remediate soil or groundwater contamination. Remediation of contamination exceeding regulatory action levels would address potential impacts during ground disturbance and improve conditions in the long term. Implementation of construction activities of developments pursuant to the Proposed Plan would be done in compliance with existing agency regulations related to hazardous materials. As a result, potential impacts related to a project being located on a list of hazardous materials sites pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment would be less than significant with **Mitigation Measure HAZ-1** incorporated.

Significance Before Mitigation

Mitigation Measure HAZ-1 would reduce potential impacts related to a project site being located on a list of hazardous materials sites to less than significant levels.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than Significant Impact.

Impact HAZ-5 **For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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 Plan Area?**

The nearest airport is the Fullerton Municipal Airport, approximately 6.2 miles northeast of the Plan Area. The Plan Area is not located within the vicinity of a private airstrip or airport land use plan.[25] Therefore, future development in the Plan Area would not create a safety hazard associated with any airport.

In addition, as discussed in **Section 3.11, Noise and Vibration**, the Plan Area would not be located within an airport's noise contours.[26] As such, the Proposed Plan would not expose people residing or working in the Plan Area to excessive airport-related noise levels. As such, there would be no impacts.

Significance Before Mitigation

No Impact.

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25 Los Angeles County Airport Land Use Commission. *Airports, Plans and Maps*. Available online at: https://lacounty.maps.arcgis.com/apps/webappviewer/index.html?id=acf2e87194a54af9b266bf07547f240a, accessed December 4, 2023.

26 Los Angeles County Airport Land Use Commission, "Airports, Plans and Maps." Available online at: https://lacounty.maps.arcgis.com/apps/webappviewer/index.html?id=acf2e87194a54af9b266bf07547f240a, accessed December 4, 2023.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

No Impact.

Impact HAZ-6 **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.**

Construction

Construction associated with implementation of the Proposed Plan would occur over a period of 20 years on specific sites in various locations within the Plan Area. Although temporary lane and sidewalk closures immediately adjacent to site-specific development projects may be necessary for short durations, adequate emergency vehicle access throughout the Plan Area would be maintained at all times as required.

As part of the review and approval of site-specific development projects within the Plan Area, development plans will be reviewed by the City's police and fire agencies prior to construction to ensure that alternative route planning to facilitate the passage of people and vehicles through/around any temporary required road closures occurs and is implemented, if needed. Included in such plans would be provisions for any needed signage for detours, training of flagmen, and provision for staging areas for emergency vehicles responding to a call, as required by the City's police and fire agencies. Thus, emergency access in and out of construction sites, including evacuation routes for construction workers, would remain during the construction process.

Operation

The Proposed Plan would introduce new residential, commercial, and mixed-use land uses to the Plan Area. Future development associated with implementation of the Proposed Plan would not include the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Primary evacuation routes within the Plan Area, as identified in by Los Angeles County Department of Public Works, include the Santa Ana

Freeway, Imperial Highway, and San Antonio Drive.[27] During construction, temporary road closures may be necessary; however, alternative evacuation routes along San Antonio Drive would be available. The City and the Los Angeles County Fire Department would review potential road closures associated with the Proposed Plan to ensure proper emergency access is established during construction of future development projects. Once operational, these primary evacuation routes could still be utilized in the event of an emergency, however due to the reduction in capacity on San Antonio Drive, it may be appropriate to utilize Pioneer Boulevard and Rosecrans Avenue for evacuation purposes. Overall, the Proposed Plan would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts would be less than significant.

Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than Significant Impact.

Impact HAZ-7 **Expose people or structures to a significant risk of loss, injury, or death involving wildland fires.**

Wildfire hazard areas are commonly identified in regions containing wildland/urban interface. However, the Plan Area is located within an entirely built-out urban community that is characterized (and surrounded) by a mix of residential, commercial, and industrial areas, and does not interface with any wildlands or an area classified as a Fire Hazard zone as identified by the California Department of Forestry and Fire Protection (CAL FIRE).[28] Therefore, impacts related to exposure of people to wildland fires would not occur. As such, the Proposed Plan would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No impact would occur.

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27 County of Los Angeles Department of Public Works, *Disaster Route Maps – Norwalk*, June 2008. Available online at: https://dpw.lacounty.gov/dsg/DisasterRoutes/map/Norwalk.pdf, accessed April 11, 2024.

28 California Department of Forestry and Fire Prevention (CAL FIRE), "Fire Hazard Severity Zone Viewer." Available online at: https://egis.fire.ca.gov/FHSZ/, accessed December 5, 2023.

Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

No Impact.

3.5.5 CUMULATIVE ANALYSIS

The geographical area of the cumulative evaluation of hazardous materials is the Plan Area as well as one-quarter mile from the Plan Area. Cumulative growth in the vicinity of the Plan Area could include projects on parcels adjacent to or near the Plan Area within the City of Norwalk or adjacent jurisdictions.

Continued urban development in the Plan Area would cumulatively increase the potential for exposure to existing hazards associated with hazardous materials. Therefore, an overall increase in the potential for human health hazards would occur as intensification of development occurs. The magnitude of hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites. Compliance with appropriate federal, State, and local hazardous waste remediation and disposal requirements, including remedial action on contaminated sites, would avoid potential hazard impacts associated with cumulative development in the City. Although future development projects under the Proposed Plan could generate hazardous materials, the existing regulations would minimize potential impacts of the sites that generate the hazardous materials. Because the Proposed Plan would result in less than significant impacts related to hazardous materials, the Proposed Plan's contribution to cumulative hazardous materials impacts would be less than significant and would not be cumulatively considerable.

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Department of Toxic Substances Control. *Envirostor Report #80000335: Norwalk AF POL RET #2*. Available online at: https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=80000335, accessed October 4, 2024. Department of Toxic Substances Control. *Interim Guidance Naturally Occurring Asbestos (NOA) at School Sites*. 2004. Available online at: https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/SMBRP_POL_Guidance_Schools_NOA.pdf, accessed December 4, 2023.

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Los Angeles County Airport Land Use Commission. *Airports, Plans and Maps.* Available online at: https://lacounty.maps.arcgis.com/apps/webappviewer/index.html?id=acf2e87194a54af9b266bf07547f240a, accessed December 4, 2023.

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3.6 HYDROLOGY AND WATER QUALITY

INTRODUCTION

This section addresses impacts to the City's water quality and hydrological resources from implementation of the Proposed Plan, identifies the regulatory framework with respect to regulations that address hydrology and water quality, and evaluates the significance of the potential changes to hydrologic features and water quality that could result from implementation of the Proposed Plan.

3.6.1 ENVIRONMENTAL SETTING

3.6.1.1 Watershed

Regional Hydrology

The City of Norwalk is located in the South Coast Hydrologic Region. This region covers approximately 10,600 square miles (6.78 million acres) and includes all of Orange County, the majority of Ventura, Los Angeles and San Diego counties, portions of San Bernardino and Riverside counties, and small amounts of Santa Barbara and Kern counties. The South Coast Hydrologic Region receives inflows via precipitation and surface runoff from the South Lahontan and Colorado River Regions. All surface waters in the South Coast Hydrologic Region flow into the Pacific Ocean.[1]

Watersheds

There are 19 major watersheds in the South Coast Region. Many of these have densely urbanized lowlands with concrete-lined channels and dams controlling flood flows. The headwaters for many rivers, however, are in coastal mountain ranges and have remained largely undeveloped. The Plan Area is in the San Gabriel River Watershed, which covers a land area of 640 square miles. The watershed is located in the eastern Los Angeles County and bound by the San Gabriel Mountains to the north, most of San Bernardino/Orange County to the east, the division of the Los Angeles River from the San Gabriel River to the west, and the Pacific Ocean to the south.[2]

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1 Department of Water Resources, *California's Groundwater Update 2020 (Bulletin 118)*, 2020. Available online at: https://data.cnra.ca.gov/dataset/calgw_update2020, accessed December 5, 2023.

2 Los Angeles County Department of Public Works, "San Gabriel River Watershed." Available online at: https://dpw.lacounty.gov/wmd/watershed/la/, accessed December 5, 2023.

The San Gabriel River is located outside the Plan Area boundary. The land uses within the watershed include 26 percent residential, 15 percent commercial, 50 percent rural, and 9 percent other.[3]

Surface Water

The San Gabriel River Watershed has headwaters that originate from the San Gabriel Mountains. Land use in the watershed is diverse and ranges from predominantly open space in the upper watershed to urban land uses in the middle and lower parts of the watershed.[4] Pollutants from dense clusters of residential and commercial activities have impaired water quality in the middle and lower watershed the upper watershed is impaired due to the presence of nitrogen and its effects, trash, PCBs and pesticides, metals, and coliform for a total of 39 impairments. **Figure 3.6-1, Surface Waters,** shows the surface waters in the vicinity of the Plan Area.

Groundwater

The Plan Area is in the Central Subbasin of the Coastal Plain of the Los Angeles Groundwater Basin. This subbasin is commonly referred to as the "Central Basin." This area is bounded on the north by a surface divide called the La Brea high, and on the northeast and east by the Elysian, Repetto, Merced, and Puente Hills. The southeast boundary between Central Basin and the nearby Orange County Groundwater Basin roughly follows Coyote Creek, a regional drainage province boundary.

The Newport Inglewood fault system forms the southwestern boundary of the Central Basin. The Los Angeles and San Gabriel Rivers drain inland basins and pass across the surface of the Central Basin on their way to the Pacific Ocean. Average annual precipitation throughout the Central Basin ranges from 11 to 13 inches with an average of around 12 inches.[5] There are eight principal aquifers in the Central Basin. **Figure 3.6-2**, **Central Subbasin of the Los Angeles Groundwater Basin,** shows the boundaries of the Central Subbasin of the Coastal Plain of the Los Angeles Groundwater Basin in relation to the Plan Area.

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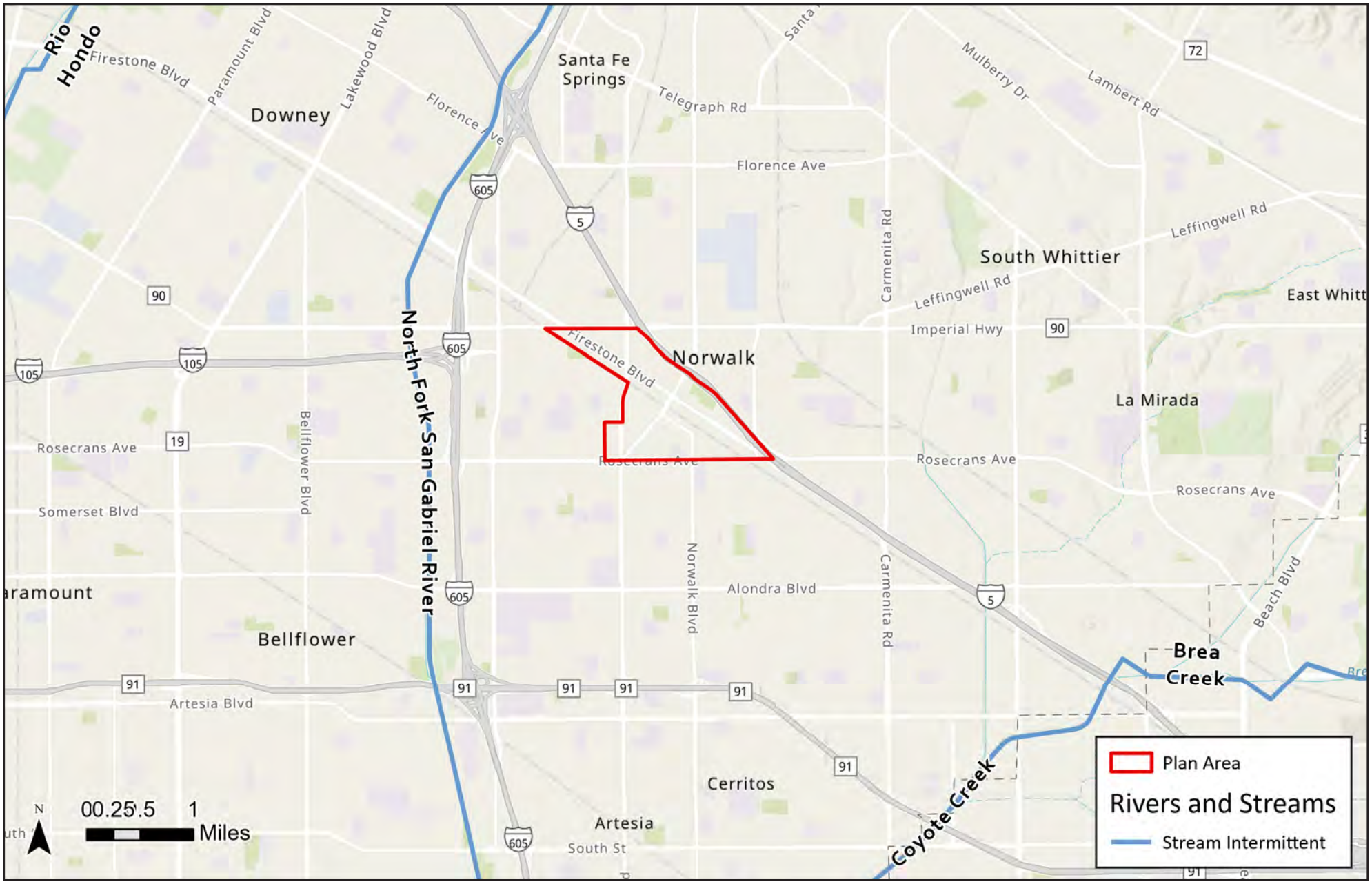
3 Los Angeles County Department of Public Works, "San Gabriel River Watershed." Available online at: https://dpw.lacounty.gov/wmd/watershed/la/, accessed December 5, 2023.

4 California Waterboard, *San Gabiel River Watershed*, Available online at: https://www.waterboards.ca.gov/rwqcb4/water_issues/programs/regional_program/Water_Quality_and_Watersheds/san_gabriel_river_watershed/summary.shtml, accessed December 5, 2023.

5 Department of Water Resources, *South Coast Hydrologic Region Coastal Plain of Los Angeles Groundwater Basin*, 2004. Available online at: https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/4_011_04_CentralSubbasin.pdf, accessed December 5, 2023.



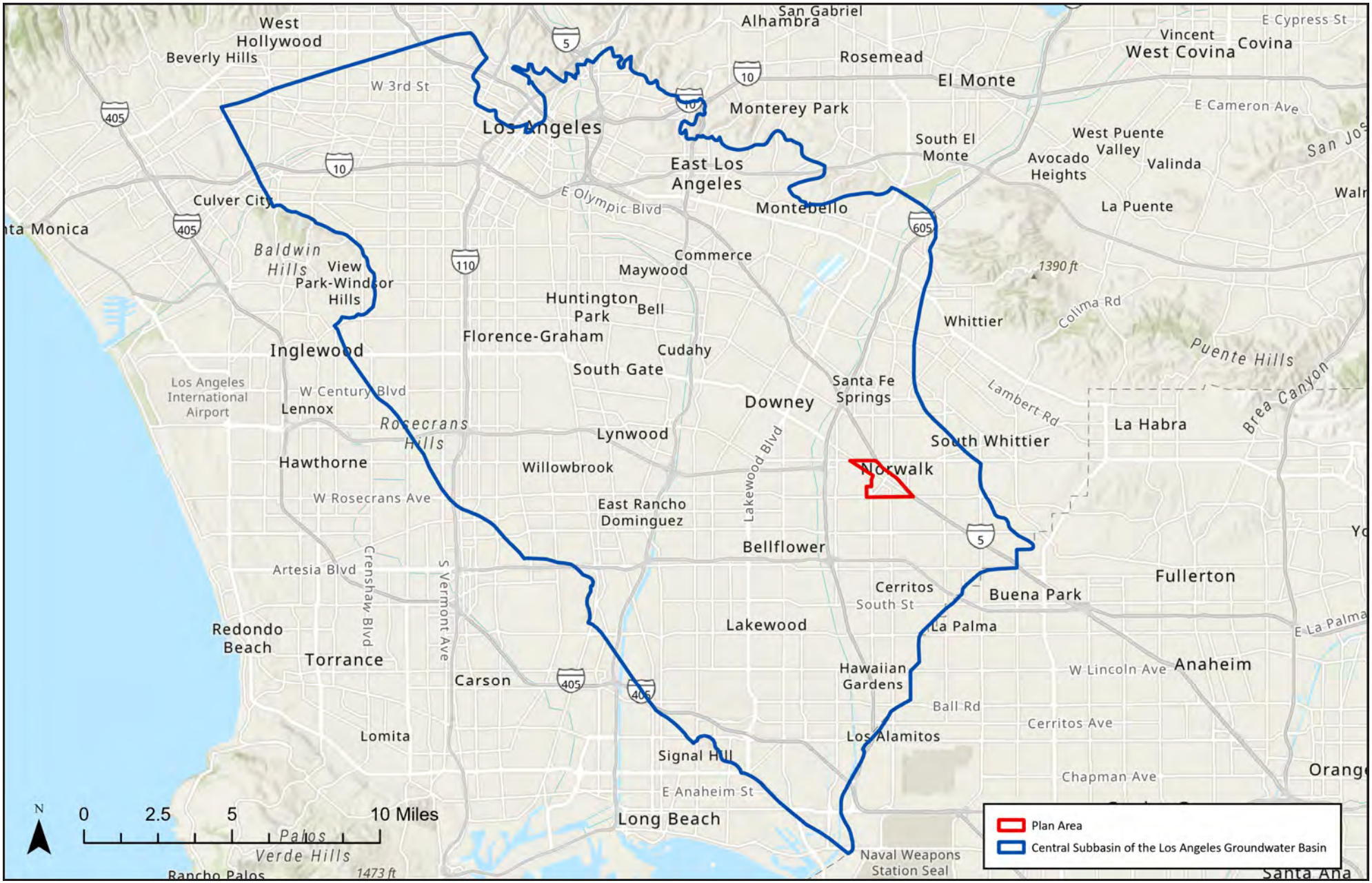
SOURCE: USGS, 2024

FIGURE **3.6-1**

IMPACT SCIENCES

Surface Waters

1335.007•05/24



SOURCE: Los Angeles County, 2024; Esri, 2024

FIGURE **3.6-2**

IMPACT SCIENCES

Central Subbasin of the Los Angeles Groundwater Basin

1335.007•05/24

Southeast Water Coalition

The City of Norwalk is a member of the Southeast Water Coalition Joint Powers (SEWC). SEWC's mission is to prevent the contamination of the Central Groundwater Basin from migrating contaminated groundwater and to encourage good governance of water policies to ensure the availability of reliable, quality, and affordable water. The coalition was created in July 1991 and is comprised of eleven cities. These agencies formed a joint power authority to improve and protect the quantity and quality of the regional water supply. SEWC's water purveyors service a population of 670,000 in a service area of 93+ square miles. The SEWC Board of Directors consists of one representative (normally a Councilmember) from each member city. The Administrative Entity acts as a steering committee consisting of one Public Works type staff member from each member city plus three non-voting (advisory) members from the Central Basin Watermaster, Golden State Water Company, and California Water Service (two private utilities serving several member cities).

3.6.1.2 Floodplain Mapping and Hydraulic Modeling

Flooding

Flood Hazard Zones

The Los Angeles County Department of Public Works (LADPW) has incorporated data from the Federal Emergency Management Agency (FEMA) into an online map for El Niño Storm Hazard Areas. Based on this map, the eastern corner of the City is in a Moderate Flood Risk Area near the Los Angeles River. The Plan Area is not within a Flood Risk Area.[6]

Tsunami and Seiche

A tsunami is a series of waves generated by an impulsive disturbance in the ocean or in a small, connected body of water. Tsunamis are produced when movement occurs on faults in the ocean floor, usually during very large earthquakes. Sudden vertical movement of the ocean floor by fault movement displaces the overlying water column, creating a wave that travels outward from the earthquake source. An earthquake anywhere in the Pacific Ocean can cause tsunamis around the entire Pacific basin. The areas susceptible to tsunamis are those near to the ocean shore and along low-lying river channels. The Plan Area is located

6 Los Angeles County Department of Public Works, "El Niño Storm Hazard Areas." Available online at: https://dpw.lacounty.gov/disaster/elninostormhazardareas/, accessed February 28, 2023.

approximately 12.3 miles east of the Pacific Ocean. The Plan Area is not in a Tsunami Emergency Response Planning Zone.[7]

Seiches are waves generated in an enclosed body of water, such as a lake or bay, by seismic activity. Seiches are like tsunamis for enclosed bays, inlets, and lakes, and their waves can be generated by earthquakes, subsidence or uplift of large blocks of land, submarine and onshore landslides, sediment failures and volcanic eruptions. The strong currents associated with these events may be more damaging than inundation by waves. The Plan Area does not lie in an area near any large bodies of water or bays that could be affected by a seiche.

Drainage

Storm water runoff that does not infiltrate into the subsurface is directed into the City's storm drain system. Storm drainage facilities are provided by the City and the Los Angeles County Flood Control District. The City is a member of the Los Angeles County Flood Control Assessment District, which is responsible for the maintenance of County flood control facilities.

3.6.1.3 Water Quality

Storm Water Quality Regulations

National Pollutant Discharge Elimination Systems Permits. The National Pollutant Discharge Elimination System (NPDES) permit system was established as part of implementation of the Clean Water Act to regulate municipal and industrial discharges to surface waters of the United States. The Clean Water Act prohibits the discharge of any pollutant into navigable waters from a point source unless the discharge is in compliance with an NPDES Program permit. The purpose of the NPDES program is to manage urban storm water, thus minimizing pollution of the environment to the maximum extent practicable. The NPDES program consists of characterizing receiving water quality, identifying harmful constituents, targeting potential sources of pollutants, and implementing a comprehensive storm water management program.

The NPDES Program requires local agencies and project applicants to obtain permits to discharge storm water into "waters of the State." The regulations provide that discharges of storm water to waters of the United States from construction activities are effectively prohibited unless the discharge is conducted in compliance with an NPDES permit. Construction activities subject to this General Permit include clearing, grading, disturbances to the ground such as stockpiling, and excavation. Disturbance refers to exposed soil

7 California Office of Emergency Services, "MyHazards," Available online at: https://myhazards.caloes.ca.gov/, accessed May 22, 2024.

resulting from activities such as clearing, grading, and excavating. Construction activities can include road building, construction of buildings, and demolition.

In 1990, the United States Environmental Protection Agency (U.S. EPA) promulgated rules establishing Phase I of the NPDES storm water program. Phase I addresses—among other discharges—discharges from large construction activities disturbing 5 acres or more of land. The U.S. EPA finalized the Phase II Storm Water Program in December 1999. The Phase II Storm Water Program generally provides that regulated operators of small "municipally owned storm water systems (MS4s)" located in urban areas, which are defined to include universities, shall implement programs and policies to control polluted storm water runoff through the use of NPDES permits. Phase II also covers small construction activities that result in land disturbance of equal to or greater than 1 acre and less than 5 acres.

Each NPDES permit contains limits on allowable concentrations and mass emissions of pollutants contained in the discharge. Sections 401 and 402 of the Clean Water Act contain general requirements regarding NPDES permits. Section 402(p) of the Clean Water Act (an amendment to Section 404) established a framework for regulating construction storm water discharges under the NPDES Program. Section 307 describes the factors that the U.S. EPA must consider in setting effluent limits for priority pollutants.

State Water Quality Regulations. In California, the NPDES Program is administered by the nine California Regional Water Quality Control Boards (RWQCBs). Each RWQCB is required to adopt a water quality control plan, or basin plan, as required by Section 303 of the Clean Water Act (CWA) and the Porter-Cologne Water Quality Control Act. The plans establish water quality standards and objectives for California rivers and their tributaries. The Porter-Cologne Water Quality Control Act requires that basin plans recognize and reflect regional differences in existing water quality, the beneficial uses of the region's ground and surface waters, local water quality conditions and problems, and that they implement a program for achieving water quality objectives (California Water Code, Section 13050[j]).

Regional Water Quality Regulations. General Construction Activity Storm Water NPDES permits (General Permit) are issued for storm water discharges by the RWQCB. The Plan Area is within the Los Angeles Regional Water Quality Control Board.

The Los Angeles Regional Water Quality Control Board's (LARWCB) has established numeric sizing criteria for post-construction best management practices (BMPs) for new development within Los Angeles County and the incorporated cities under Order No. R4-2010-0108. The proposed numeric sizing criteria is intended to reduce adverse impacts to Los Angeles regional waters caused by new sources of urban pollution and increased volumes of storm water and non-storm water flows resulting from new

development. The proposed water quality facilities will comply with the LARWCB water quality permit/order as follows.

1. Site Design Principles and Techniques are a stormwater management strategy that emphasizes conservation and use of existing site features to reduce the amount of runoff and pollutant loading that is generated from a project site.

2. Source Control Measures limit the exposure of materials and activities so that potential sources of pollutants are prevented from making contact with stormwater runoff.

3. Retention BMPs are stormwater BMPs that are designed to retain water onsite and achieve a greater reduction in surface runoff from a project site than traditional stormwater Treatment Control Measures. The term "Retention BMPs" encompasses infiltration, rainwater harvesting, and evapotranspiration BMPs. Retention BMPs are preferred and shall be selected over biofiltration BMPs and Treatment Control Measures where technically feasible to do so.

4. Biofiltration BMPs are vegetated stormwater BMPs that remove pollutants by filtering stormwater through vegetation and soils.

5. Treatment Control Measures are engineered BMPs that provide a reduction of pollutant loads and concentrations in stormwater runoff.

Applicable projects must reduce Effective Impervious Area (EIA) to less than or equal to five percent (≤5%) of the total project area, unless infeasible. Impervious surfaces are rendered "ineffective" if the design storm volume is fully retained onsite using Retention BMPs. Biofiltration BMPs may be used to achieve the 5% EIA standard if Retention BMPs are technically infeasible.

Storm Water Non-Point Source Polluants

The effects of urbanization, agriculture, and ranching can cause increased levels of non-point source pollutants in storm water runoff. This runoff can have a negative impact on adjacent streams and other receiving waters. Receiving waters can assimilate naturally a limited quantity of various constituent pollutants, but there are thresholds beyond which the measured amount results in an undesirable impact. The evaluation of a project includes whether it will impair the beneficial use to the receiving waters. Beneficial uses, as set forth in the Water Quality Control Plan, Los Angeles Region, Basin Plan for Coastal Watersheds of Los Angeles and Ventura Counties), include municipal and domestic water supply, industrial water supply, groundwater recharge, freshwater replenishment, contact and non-contact recreation, warm freshwater ecosystem, and wildlife habitat. Non-point source pollutants are characterized

by major categories—sediment, nutrients, trace metals, oxygen-demanding substances, bacteria, oil and grease, and other toxic chemicals—in order to assist in determining the pertinent data and its use. Receiving waters can assimilate a limited quantity of various constituent elements. However, there are thresholds beyond which the measured amount becomes a pollutant and results in an undesirable effect.

Typical non-point source pollutants include the following:

Sediment. Sediment is comprised of tiny soil particles that are washed or blown into surface waters; it is the major pollutant by volume in storm water runoff. Suspended soil particles can cause the water to look cloudy or turbid and also act as a vehicle to transport other pollutants including nutrients, trace metals, and hydrocarbons. Construction sites are the largest source of sediment for urban areas under development.

Another major source of sediment is stream bank erosion, which an increase in peak rates and volumes of runoff from urbanization can accelerate. Detention and retention basins, depending on location, often have the effect of adding perennial water to drainage courses that previously had runoff only during the rainy season. Shallow aquifers throughout the area fill due to this constant flow. Perennial flow can be present in locations that did not previously exist. A constant wet bottom in a channel or drainage course causes faster and higher peak flows plus additional erosion in the soft bottom channels, which is considered problematic.

Nutrients. Nutrients are a major concern for surface water quality, especially phosphorous and nitrogen, which can cause algae and excessive vegetative growth. When nitrogen fertilizer is applied to lawns or other areas in excess of plant needs, nitrates can leach below the root zone, eventually reaching groundwater. Orthophosphate from auto emissions also contributes phosphorus in areas with heavy automobile traffic. Nutrient export is typically the greatest from development sites with the most impervious areas. Other problems resulting from excess nutrients are surface algae, water discolorations, odors, toxic releases, and overgrowth of plants.

Trace Metals. Trace metals are primarily a concern because of their potential toxic effects on aquatic life and their potential to contaminate drinking water supplies. The most common trace metals found in urban runoff are lead, zinc, and copper. Fallout from automobile emissions is also a major source of lead in urban areas. A large fraction of trace metals in urban runoff is attached to sediment, and this effectively reduces the level that is immediately available for biological uptake and subsequent bioaccumulation. Metals associated with the sediment settle out and accumulate in soils. The toxicity of trace metals in runoff varies with the hardness of the receiving water. As total hardness of the water increases, the threshold concentration levels for adverse effects increases.

Oxygen-Demanding Substances. Aquatic life is dependent on the dissolved oxygen in the water. When organic matter is consumed by microorganisms, dissolved oxygen is consumed in the process. A rainfall event can deposit large quantities of oxygen-demanding substances in receiving waters. The biochemical oxygen demand of typical urban runoff is comparable to effluent from an effective secondary wastewater treatment plant. A water quality problem can occur when the rate of oxygen-demanding material exceeds the rate of oxygen replenishment. Oxygen demand is estimated by direct measure of dissolved oxygen and indirect measures such as levels of biochemical oxygen demand, chemical oxygen demand, oils and greases, and total organic carbon.

Bacteria. Bacteria levels in undiluted urban runoff typically exceed public health standards for water-contact recreation. Total coliform counts typically exceed U.S. EPA water quality criteria at most sites in most rain events. Although the coliform bacteria that are detected may not be a direct health risk, they are often associated with human pathogens.

Oil and Grease. Runoff containing oil and grease typically contains a wide variety of hydrocarbons, some of which can be toxic to aquatic life in low concentrations. These materials initially float on water and create a rainbow-colored film. Hydrocarbons are quickly absorbed in sediment. The major source of hydrocarbons in urban runoff is leakage of crankcase oil and other lubricating agents from automobiles. Hydrocarbon levels are highest in the runoff from parking lots, roads, and service stations. Residential land uses generate less hydrocarbons; however, illegal disposal of waste oil into storm drains can be a local problem.

Other Toxic Chemicals. Pollutants generally related to hazardous wastes or toxic chemicals can be detected in storm water. Pollutant scans have been conducted in previous national studies of urban runoff, which evaluated the presence of over 120 toxic chemicals and compounds. Scans rarely revealed toxins that exceeded the current safety criteria. The urban runoff scans were primarily conducted in suburban areas not expected to have many sources of toxic pollutants (with the possible exception of illegally disposed or applied household hazardous waste). Measures of toxic pollutants in storm water include (1) phthalate (plasticizer compound), (2) phenols and creosols (wood preservatives), (3) pesticides/herbicides, (4) oils and greases, and (5) metals.

3.6.2 REGULATORY FRAMEWORK

3.6.2.1 Federal Regulations

Rivers and Harbors Appropriation Act of 1899, Section 10

Authorization from the United States Army Corps of Engineers (USACE) must be obtained for construction of a structure in or over any navigable water of the U.S., pursuant to Section 10 of the Rivers and Harbors

Appropriation Act of 1899 (33 U.S. Code [USC] 403). Authorization is also needed for structures built near navigable water if they would affect the course, location, condition, or capacity of the water body, as through re-channelization, disposal of fill, and so forth.

Wild and Scenic Rivers Act of 1968

The objective of the Wild and Scenic Rivers Act of 1968 (WSRA; Public Law 90–542), dated October 2, 1968, is the preservation of certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition. The WSRA provides permanent protection for some of the country's most outstanding free flowing rivers and prohibits federal support for actions such as the construction of dams or other harmful instream activities.

Clean Water Act of 1972, as amended (CWA)

The law was originally enacted as the Federal Water Pollution Control Act (FWPCA; Public Law 92–500) in 1948 but took on its modern form when completely rewritten in 1972 in an act entitled the Federal Water Pollution Control Act Amendments of 1972, now commonly known as the Clean Water Act. Major changes have subsequently been introduced via amendatory legislation including the Clean Water Act of 1977 and the Water Quality Act of 1987.

The Clean Water Act (CWA) is the primary federal law in the United States governing water pollution. Its objective is to restore and maintain the chemical, physical, and biological integrity of the nation's waters by preventing point and nonpoint pollution sources, providing assistance to publicly owned treatment works for the improvement of wastewater treatment, and maintaining the integrity of wetlands. It is one of the United States' first and most influential modern environmental laws. As with many other major U.S. federal environmental statutes, it is administered by the U.S. EPA, in coordination with state governments. Its implementing regulations are codified at 40 C.F.R. Subchapters D, N, and O (Parts 100-140, 401-471, and 501-503).

Section 303(d)

Section 303(d) of the federal CWA requires the California State Water Resources Control Board (SWRCB) to list impaired water bodies and determine the total maximum daily loads (TMDLs) of pollutants or other stressors that are contributing excessively to these impaired waters.

Section 401 – Water Quality Certification

Section 401 establishes the basic structure for regulating discharges of pollutants into the waters of the U.S. and regulating quality standards for surface waters. Under the CWA, the U.S. EPA has implemented pollution control programs such as setting wastewater standards for industries and surface waters.

Section 402

Section 402 establishes the NPDES permit process. In California, NPDES permitting authority is delegated to, and administered by the nine RWQCBs. Pursuant to Section 402, a discharge of any pollutant from a point source into navigable waters, are prohibited unless an NPDES permit is obtained. Point sources are discrete conveyances such as pipes or manmade ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

Section 402(p) establishes that storm water permits are required for discharges from a municipal separate storm sewer system (MS4) serving a population of 100,000 or more. U.S. EPA defines an MS4 as a conveyance or system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drains) owned or operated by a State (40 CFR 122.26(b)(8)).

Section 404 – Discharge of Dredge or Fill Material

Section 404 of the federal CWA is administered and enforced by the USACE. Section 404 of the CWA establishes a program to regulate the discharge of dredged and fill material into waters of the United States, including wetlands. USACE administers the day-to-day program, including the determination of eligibility of project for use of Categorical Exclusions and Nationwide Permits, and review and consideration of individual permit decisions and jurisdictional determinations. USACE also develops policy and guidance and enforces Section 404 provisions.

Executive Order 11990 – Protection of Wetlands

This executive order is an overall wetlands policy for all agencies managing federal lands, sponsoring federal projects, or providing federal funds to state or local projects. This executive order requires that when a construction project involves wetlands, a finding must be made by the federal agency that there is no practicable alternative to such construction, and that the proposed action includes all practicable measures to minimize impacts to wetlands resulting from such use.

Pollution Prevention Act of 1990

The Pollution Prevention Act (42 USC §13101 et seq.) focused on reducing the amount of pollution through cost-effective changes in production, operation, and raw materials. The Act focuses on source reduction which reduces the release of hazardous substances through practices that increase efficiency in energy, water, or other natural resources.

Antidegradation Policy

The Antidegradation Policy under the U.S. EPA's Water Quality Standards Regulations (48 F.R. 51400, 40 CFR 131.12, November 8, 1983), requires states and tribes to establish a three-tiered antidegradation program to prevent a decrease in water quality standards.

- Tier 1—Maintains and protects existing uses and water quality conditions that support such uses. Tier 1 is applicable to all surface waters.
- Tier 2—Maintains and protects "high quality" waters where existing conditions are better than necessary to support "fishable/swimmable" waters. Water quality can be lowered in such waters but not to the point at which it would interfere with existing or designed uses.
- Tier 3—Maintains and protects water quality in outstanding national resource waters (ONRWs). Water quality cannot be lowered in such waters except for certain temporary changes.

Antidegradation was explicitly incorporated into the federal CWA through 1987 amendments, codified in section 303(d)(4)(B), requiring satisfaction of antidegradation requirements before making certain changes in NPDES permits.

Clean Water Rule: Definition of Waters of the United States (WOTUS Rule)

On June 29, 2015, the U.S. EPA and USACE jointly published the final WOTUS Rule (40 CFR Parts 110, 112, 116, et al. and 33 CFR Part 328) for determining the extent to which wetlands and other water features are protected under the CWA. The original final rule:

- **Clearly defines and protects tributaries that impact the health of downstream waters.** The CWA protects navigable waterways and their tributaries. The rule says that a tributary must show physical features of flowing water—a bed, bank, and ordinary high-water mark—to warrant protection. The rule provides protection for headwaters that have these features and science shows can have a significant connection to downstream waters.

- **Provides certainty in how far safeguards extend to nearby waters.** The rule protects waters that are next to rivers and lakes and their tributaries because science shows that they impact downstream waters. The rule sets boundaries on covering nearby waters for the first time that are physical and measurable.

- **Protects the nation's regional water treasures.** Science shows that specific water features can function as part of a system and impact the health of downstream waters. The rule protects prairie potholes, Carolina and Delmarva bays, pocosins, western vernal pools in California, and Texas coastal prairie wetlands when they impact downstream waters.

- **Focuses on streams, not ditches.** The rule limits protection to ditches that are constructed out of streams or function like streams and can carry pollution downstream. So, ditches that are not constructed in streams and that flow only when it rains are not covered.

- **Maintains the status of waters within Municipal Separate Storm Sewer Systems.** The rule does not change how those waters are treated and encourages the use of green infrastructure.

- **Reduces the use of case-specific analysis of waters.** Previously, almost any water could be put through a lengthy case-specific analysis, even if it would not be subject to the Clean Water Act. The rule significantly limits the use of case-specific analysis by creating clarity and certainty on protected waters and limiting the number of similarly situated water features.

A CWA permit is only needed if a "water of the United States" is going to be polluted or destroyed. The Clean Water Rule only protects the types of waters that have historically been covered under the CWA. It does not regulate most ditches and does not regulate groundwater, shallow subsurface flows, or tile drains. It does not make changes to current policies on irrigation or water transfers or apply to erosion in a field. The Clean Water Rule addresses the pollution and destruction of waterways—not land use or private property rights.

On August 29, 2023, the U.S. Environmental Protection Agency and the U.S. Army Corps of Engineers issued a final rule to amend the "Revised Definition of 'Waters of the United States.'" This amendment aligns key portions of the regulatory text with the U.S. Supreme Court's May 25, 2023, decision in *Sackett v. Environmental Protection Agency*. The updated rule, titled "Revised Definition of 'Waters of the United States'; Conforming," was published in the Federal Register[8] and took effect on September 8, 2023.

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8 Federal Register, Revised Definition of ''Waters of the United States,'' 2023. Available online at: https://www.epa.gov/system/files/documents/2023-01/Revised%20Definition%20of%20Waters%20of%20the%20United%20States%20FRN%20January%202023.pdf

National Flood Insurance Act

The U.S. Congress passed the National Flood Insurance Act in 1968 and the Flood Disaster Protection Act in 1973 to restrict certain types of development on floodplains and to provide for a National Flood Insurance Program (NFIP). The purpose of these acts is to reduce the need for large, publicly funded flood control structures and disaster relief. The NFIP is a federal program administered by the Flood Insurance Administration of FEMA. It enables individuals who have property (a building or its contents) within the 100-year floodplain to purchase insurance against flood losses. FEMA works with the states and local communities to identify flood hazard areas and publishes a flood hazard boundary map of those areas. Floodplain mapping is an ongoing process in the Bay Area and flood maps must be regularly updated for both major rivers and tributaries as land uses and development patterns change.

Executive Order 11988, Flood Plain Management

The objective of Presidential Executive Order 11988, dated May 24, 1977, is the avoidance of, to the extent possible, long- and short-term adverse impacts associated with the occupancy and modification of the base floodplain (100-year floodplain) and the avoidance of direct and indirect support of development in the base floodplain wherever there is a practicable alternative. Under the Executive Order, the USACE must provide leadership and take action to:

- Avoid development in the base floodplain unless it is the only practicable alternative;
- Reduce the hazard and risk associated with floods;
- Minimize the impact of floods to human safety, health, and welfare; and
- Restore and preserve the natural and beneficial values of the base floodplain.

3.6.2.2 State

Porter Cologne Water Quality Control Act

The Porter Cologne Water Quality Control Act of 1967 (Cal. Water Code Section 13000 et seq.) requires the SWRCB and the nine RWQCBs to adopt water quality criteria to protect State waters. These criteria include the identification of beneficial uses, narrative to the applicable and numerical water quality standards, and implementation procedures.

The Porter-Cologne Water Quality Control Act also authorizes the State Boards to adopt, review, and revise policies for all waters of the state (including both surface and ground waters) and directs the regional boards to develop Basin Plans. The act also authorizes State Boards to adopt Water Quality Control Plans. In the event of inconsistencies among state and regional board plans, the more stringent provisions apply.

Lake or Streambed Alteration

The California Department of Fish and Wildlife (CDFW) is responsible for conserving, protecting, and managing California's fish, wildlife, and native plant resources. To meet this responsibility, Section 1600 of the California Fish and Game Code requires an entity to notify CDFW of any proposed activity that may substantially modify a river, stream, or lake. Notification is required by any person, business, state, or local government agency or public utility that proposes an activity that will:

- Substantially divert or obstruct the natural flow of any river, stream or lake;
- Substantially change or use any material from the bed, channel, or bank of any river, stream, or lake; or
- Deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake.

The notification requirement applies to any work undertaken in or near a river, stream, or lake that flows at least intermittently through a bed or channel. This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water. If CDFW determines that the activity may substantially adversely affect fish and wildlife resources, a Lake or Streambed Alteration Agreement will be prepared. In August 2005, the California Fish and Game Commission policy regarding wetlands resources stated that "it is the policy of the Fish and Game Commission to seek to provide for the protection, preservation, restoration, enhancement and expansion of wetland habitat in California" and to "strongly discourage development in or conversion of wetlands."[9] As a result, although the Commission has no independent statutory permitting authority related to wetlands, the policy underscores that the Commission does not support wetland development proposals unless "project mitigation assures there will be 'no net loss' of either wetland habitat values or acreage" and "prefers mitigation which would achieve expansion of wetland acreage and enhancement of wetland habitat values." The Agreement includes reasonable conditions necessary to protect those resources and must comply with CEQA. The entity may proceed with the activity in accordance with the final Agreement.

Antidegradation Policy

California's antidegradation policy, formally known as the Statement of Policy with Respect to Maintaining High Quality Waters in California (SWRCB Resolution No. 68-16), restricts degradation of surface and

9 California Fish and Game Commission, "Miscellaneous Policies: Wetlands Resources," Available online at: https://fgc.ca.gov/About/Policies/Miscellaneous, accessed February 28, 2023.

ground waters. It protects waters where existing quality is higher than necessary for the protection of beneficial uses. Any actions with the potential to adversely affect water quality must 1) be consistent with maximum benefit to the people of the State, 2) not unreasonably affect present and anticipated beneficial use of the water, and 3) not result in water quality less than that prescribed in water quality plans and policies. Any actions that can adversely affect surface waters are also subject to the federal antidegradation policy (40 CFR Section 131.12) developed under the CWA.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act of 2014 (SGMA) requires the designation of groundwater sustainability agencies (GSAs) by one or more local agencies and the adoption of groundwater sustainability plans (GSPs) for basins designated as medium- or high-priority by the California Department of Water Resources (DWR). SGMA grants new powers to GSAs, including the power to adopt rules, regulations, ordinances, and resolutions; regulate groundwater extractions; and impose fees and assessments. SGMA also allows the State Water Resources Control Board (SWRCB) to intervene if local agencies will not or do not meet the SGMA requirements, in addition to mandating that critically over-drafted basins be sustainable by 2040, and medium- or high-priority by 2042.

Construction General Permit

The California Construction Stormwater Permit (Construction General Permit) 1, adopted by the SWRCB, regulates construction activities that include clearing, grading, and excavation resulting in soil disturbance of at least 1 acre of total land area. The Construction General Permit authorizes the discharge of stormwater to surface waters from construction activities. It prohibits the discharge of materials other than stormwater and authorized non-stormwater discharges and all discharges that contain a hazardous substance in excess of reportable quantities established in Title 40, Sections 117.3 or 302.4 of the CFR, unless a separate NPDES permit has been issued to regulate those discharges. The Construction General Permit requires that all developers of land where construction activities will occur over more than 1 acre do the following:

- Complete a Risk Assessment to determine pollution prevention requirements pursuant to the three Risk Levels established in the General Permit;
- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the Nation;
- Develop and implement a stormwater pollution prevention plan (SWPPP), which specifies BMPs that will reduce pollution in stormwater discharges to the Best Available Technology Economically Achievable/ Best Conventional Pollutant Control Technology standards; and

- Perform inspections and maintenance of all BMPs.

To obtain coverage under the NPDES Construction General Permit, the Legally Responsible Person must electronically file all permit registration documents with the SWRCB before the start of construction. Permit registration documents must include:

- Notice of Intent,
- Risk Assessment,
- Site Map,
- SWPPP,
- Annual Fee, and
- Signed Certification Statement.

Typical BMPs contained in SWPPPs are designed to minimize erosion during construction, stabilize construction areas, control sediment, control pollutants from construction materials, and address post construction runoff quantity (volume) and quality (treatment). The SWPPP must also include a discussion of the program to inspect and maintain all BMPs.

California Green Building Standards Code

Chapters 4 and 5 of the California Green Building Standards Code (CALGreen) include mandatory measures for residential and nonresidential development, respectively. Section 4.106.2 requires residential projects that disturb less than one acre and are not part of a larger common plan of development, manage stormwater drainage during construction through use of on-site retention basins, filtration systems where stormwater is conveyed to a public drainage system, and/or compliance with a stormwater management ordinance. Section 5.106.1 requires newly constructed nonresidential projects and additions of less than one acre to prevent the pollution of stormwater runoff because of construction through compliance with a local ordinance or implementing BMPs that address soil loss and good housekeeping to manage equipment, materials, and wastes.

Cobey-Alquist Floodplain Management Act

The Cobey-Alquist Floodplain Management Act (California Water Code 8400-8415) and Executive Order B-39-77 support the NFIP. The Act encourages local governments to plan, adopt, and enforce land use regulations for floodplain management, to protect people and property from flooding hazards. The Act also identifies requirements that jurisdictions must meet to receive State financial assistance for flood control. Executive Order B-39-77 requires state agency compliance with good floodplain management practices.

California Fish and Game Code

The California Department of Fish and Wildlife is responsible for conserving, protecting, and managing California's fish, wildlife, and native plant resources. To meet this responsibility, the Fish and Game Code (Section 1602) requires an entity to notify the Department of any proposed activity that may substantially modify a river, stream, or lake. Notification is required by any person, business, state or local government agency, or public utility that proposes an activity that will:

- substantially divert or obstruct the natural flow of any river, stream or lake;
- substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake; or
- deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake.

The notification requirement applies to any work undertaken in or near a river, stream, or lake that flows at least intermittently through a bed or channel. This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water.

California Ocean Plan

The California Ocean Plan establishes water quality objectives for California's ocean waters and provides the basis for regulation of wastes discharged into the State's coastal waters. The plan applies to point and nonpoint source discharges. Both the SWRCB and the six coastal RWQCBs implement and interpret the California Ocean Plan. The California Ocean Plan identifies the applicable beneficial uses of marine waters. These beneficial uses include preservation and enhancement of designated Areas of Special Biological Significance (ASBS), rare and endangered species, marine habitat, fish migration, fish spawning, shellfish harvesting, recreation, commercial and sport fishing, mariculture, industrial water supply, aesthetic enjoyment, and navigation.

The California Ocean Plan establishes a set of narrative and numerical water quality objectives to protect beneficial uses. These objectives are based on bacterial, physical, chemical, and biological characteristics as well as radioactivity. The water quality objectives in Table 1 (formerly Table B) of the California Ocean Plan apply to all receiving waters under the jurisdiction of the plan and are established for the protection of aquatic life and for the protection of human health from both carcinogens and noncarcinogens. Within Table 1, there are 21 objectives for protecting aquatic life, 20 for protecting human health from

noncarcinogens, and 42 for protecting human health from exposure to carcinogens. The Ocean Plan also includes an implementation program for achieving water quality objectives. Effluent limitations are established for the protection of marine waters.

3.9.2.3 Regional

Water Quality Control Plan for the Los Angeles Region

The RWQCB has prepared a Water Quality Control Plan for the Los Angeles Region. This basin plan encompasses all coastal drainages flowing to the Pacific Ocean between Rincon Point (on the coast of western Ventura County) and the eastern Los Angeles County line, as well as the drainages of five coastal islands (Anacapa, San Nicolas, Santa Barbara, Santa Catalina, and San Clemente). In addition, the Los Angeles region includes all coastal waters within three miles of the continental and island coastlines. As the eastern boundary, formed by the Los Angeles County line, departs somewhat from the hydrologic divide, the Los Angeles and Santa Ana regions share jurisdiction over watersheds along their common border.

Los Angeles County General Plan

2012 Los Angeles County NPDES Permit

Effective on December 28, 2012, the LARWQCB adopted Order No. R4-2012-0175, NPDES Permit No. CAS004001, Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County. The permit establishes new performance criteria for new development and redevelopment projects in the coastal watersheds of Los Angeles County (with the exception of the City of Long Beach). Storm water and non-storm water discharges consist of surface runoff generated from various land uses, which are conveyed via the municipal separate storm sewer system and ultimately discharged into surface waters throughout the region ("storm water" discharges are those that originate from precipitation events, while "non-storm water" discharges are all those that are transmitted through an MS4 and to do originate from precipitation events). Discharges of storm water and non-storm water from the MS4s, or storm drain systems, within the Coastal Watersheds of Los Angeles County convey pollutants to surface waters throughout the Los Angeles Region. Non-storm water discharges through an MS4 in the Los Angeles Region are prohibited unless authorized under an individual or general NPDES permit; these discharges are regulated by the Los Angeles County NPDES Permit, issued pursuant to CWA Section 402. Coverage under a general NPDES permit such as the Los Angeles County permit can be achieved through development and implementation of a project-specific SWPPP.

County of Los Angeles Flood Control Act

The California State legislature adopted the County of Los Angeles Flood Control Act in 1915, establishing the Los Angeles County Flood Control District (LACFCD) and empowering it to provide flood protection, water conservation, recreation, and aesthetic enhancement within its boundaries. In August 2000, the Watershed Management Division of the Los Angeles County Department of Public Works became the planning and policy arm of the LACFCD. The District encompasses more than 3,000 square miles, 85 cities, and approximately 2.1 million land parcels. It includes a vast majority of drainage infrastructure within incorporated and unincorporated areas in every watershed, including 500 miles of open channels, 2,800 miles of underground storm drains, and an estimated 120,000 catch basins. The LACFCD regulates hydrologic and hydraulic design within its boundaries through its *1982 Hydraulic Design Manual* and its *2006 Hydrology Manual*, and providescriteria and planning procedures for flood plains, waterways, channels, and closed conduits within Los Angeles County.

3.6.2.4 Local

City of Norwalk General Plan

The City of Norwalk's General Plan sets goals, objectives, and policies concerning the community and directs growth and development. In addition, it outlines the programs that were developed to accomplish the goals, objectives, and policies of the General Plan. Goals, objectives, and procedures related to hydrology and water quality are outlined below.

Utility Infrastructure Element

Strom Drainage

- Citywide Objective: To reduce storm water pollution.
- Citywide Policy: Work with the appropriate state and county agencies to reduce water pollution from storm water.

Conservation Element

- Citywide Objective: To encourage efforts to reduce pollution.
- Citywide Policy: Cooperate with federal, state and regional agencies in efforts to reduce pollution.

City of Norwalk Municipal Code

Chapter 18.04, Stormwater Management and Discharge Control: The purpose of this chapter is to ensure the future health, safety, and general welfare of the citizens of the City of Norwalk and the water quality of the receiving waters of the County of Los Angeles and surrounding coastal areas by:

- Reducing pollutants in stormwater discharges to the maximum extent practicable.
- Regulating illicit connections and illicit discharges and reducing the level of contamination of stormwater and urban runoff in the municipal stormwater system.
- Regulating non-stormwater discharges to the municipal stormwater system.

This chapter also sets requirements for the construction and operation of certain commercial development, new development, redevelopment, and other projects that are intended to ensure compliance with the stormwater mitigation measures prescribed in the MS4 permit.

3.6.3 IMPACTS AND MITIGATION MEASURES

3.6.3.1 Thresholds of Significance

The following thresholds for determining the significance of impacts related to hydrology and water quality are contained in the environmental checklist form contained in Appendix G of the most recent update of the *CEQA Guidelines*. Adoption and/or implementation of the Proposed Plan could result in significant impacts to hydrology and water quality, if any of the following would occur:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
  - Result in substantial erosion or siltation on- or off-site;
  - Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

  - 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
  - Impede or redirect flood flows.
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

3.6.3.2 Methodology

The analysis of water quality impacts identifies the types of pollutants potentially associated with future development as a result of implementation of the Proposed Plan and considers their effects on water quality. Consideration is given to BMPs, which would serve to minimize pollutants in stormwater runoff. Further, the Proposed Plan's consistency with relevant regulatory permits/requirements is evaluated to demonstrate how compliance would protect water quality.

As summarized in Regulatory Framework, independent of the CEQA process, there is a comprehensive set of regulations implemented at the State and jurisdictional level to impacts related to storm drainage, urban pollutants, and flood hazards. As such, the analysis presented herein assumes future projects would comply with these regulations.

This discussion of hydrology focuses on the Plan Area and the surrounding areas downstream. The threshold of significance for hydrology and water quality is analyzed based on several factors, including the degree to which existing land uses in the region would.

3.6.5 ENVIRONMENTAL IMPACTS

Impact HYD-1 **Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.**

Construction

Implementation of the Proposed Plan may include infill development involving demolition of some existing structures, site preparation, construction of new buildings, and infrastructure improvements. Demolition of existing structures, removal of existing pavement and concrete replacement, grading, stockpiling of materials, excavation and the import/export of soil and building materials, construction of new structures, and landscaping activities would expose and loosen sediment and building materials,

which have the potential to mix with stormwater and urban runoff and degrade surface and receiving water quality.

Additionally, construction generally requires the use of heavy equipment and construction-related materials and chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents, and paints. In the absence of proper controls, these potentially harmful materials could be accidentally spilled or improperly disposed of during construction activities and could wash into and pollute surface waters or groundwater, resulting in a significant impact to water quality.

Pollutants of concern during construction activities generally include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked during construction, which would have the potential to be transported via storm runoff into nearby receiving waters and eventually may affect surface or groundwater quality. During construction activities, excavated soil would be exposed thereby increasing the potential for soil erosion and sedimentation to occur compared to existing conditions. In addition, during construction, vehicles and equipment are prone to tracking soil and/or spoil from work areas to paved roadways, which is another form of erosion that could affect water quality.

Each future site-specific development project occurring under the Proposed Plan would require compliance with applicable regulations to obtain demolition, excavation, grading, or construction permits from the City. The permitting process would ensure each development project would be implemented in compliance with applicable NPDES requirements. In order to control the impact of erosion, sedimentation, and other pollutants on receiving waters, the SWRCB Construction General Permit (that would be implemented through the City's permitting process), requires the implementation of BMPs to eliminate or reduce the discharge of pollutants in stormwater discharges, and prohibits the discharge of non-storm water from construction sites as these non-storm water discharges are likely to carry pollutants to receiving waters.

The Plan Area is within the region covered by the Los Angeles County Municipal Storm Water (MS4) NPDES Permit No. CAS004001, issued by the LARWQCB for MS4 discharges into the coastal watersheds of Los Angeles County, except for the City of Long Beach as it operates under a separate permit. The NPDES permit requires implementation of a Standard Urban Storm Water Mitigation Plan (SUSMP) for projects that fall into one of nine categories, including development projects equal to one acre or greater of disturbed area that adds more than 10,000 square feet of impervious surface area. This requirement is also specified in the City of Norwalk Municipal Code, Section 18.04.105, Standard urban stormwater mitigation plan (SUSMP) and low impact development (LID) requirements for new development and redevelopment

projects. The SUSMP typically contains a list of minimum required BMPs that must be used for a proposed project; additional BMPs may be required by ordinance or code adopted by the City and applied generally or on a case-by-case basis.

In addition, activities subject to the NPDES General Permit for construction must develop and implement a SWPPP, including a site map and description of construction activities. The SWPPP will identify BMPs that will be employed to prevent soil erosion and discharge of other construction-related pollutants, such as petroleum products, solvents, paints, and cement, that could contaminate nearby water resources. A monitoring program is generally required to ensure that BMPs are implemented according to the SWPPP and are effective at controlling discharges of pollutants that are related to storm water. As a result of compliance with NPDES General Permit and specific BMPs that are required for each construction project, construction impacts related to water quality standards or waste discharge requirements from implementation of the Proposed Plan would be less than significant.

Operation

Intensification of land uses that will occur due to implementation of the Proposed Plan could introduce new or additional pollutants to an existing area. Pollutants associated with the operation of residential and non-residential uses generally include sediments, trash, petroleum products, metals, and chemicals that could potentially discharge into surface waters by storm drains either directly or during storm water runoff events.

The majority of land within the Plan Area is paved with existing development and minimal landscaping. Development projects associated with implementation of the Proposed Plan would be required to implement Source Control and Treatment Control BMPs to reduce the discharge of pollutants to the maximum extent practicable. Treatment Control BMPs would also be required to be incorporated into the design of onsite storm drain systems to treat runoff in accordance with the SUSMP standards and as required by the City. The County's MS4 permit lists various types of Site Design, Source Control and Treatment Control BMPs to be implemented by new development and redevelopment projects. BMPs would be implemented on a per site basis depending upon the size of the site and the types of potential pollutants that are related to operation of the new land uses.

Implementation of site-specific source control and treatment control BMPs in accordance with the County's SUSMP standards would remove potential pollutants from runoff and would not contribute additional pollutant loads into receiving waters. Applicable BMPs would be implemented on a project by-project basis in accordance with County of Los Angeles NPDES MS4 Permit and associated SUSMP requirements, as required per Order R4-2012-0175. SUSMP requirements provide that projects conduct a drainage

hydrologic/hydraulic analysis that details the site's anticipated runoff calculations. From these calculations a WQMP is prepared to design the project so that a net increase in stormwater runoff would not occur from implementation of the development. Development projects are required through implementation of a project specific WQMP to retain and treat the storm water quality volume generated by the project to reduce pollutant loading in runoff. Multi-family residential development would be required to comply with the City's zoning code and designate 20 percent of the land area for permeable surfaces with natural planting. Furthermore, the City is a member of the Southeast Water Coalition, which encourages best practices to reduce contaminated groundwater. With implementation of these RWQCB, County, and City requirements, the development projects that would be implemented pursuant to the Proposed Plan would not result in adverse impacts to water quality through violation of water quality standards or waste discharge requirements, and impacts would be less than significant.

Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

Because site-specific development pursuant to the Proposed Plan would not violate any water quality or waste discharge requirements, no mitigation measures are required.

Significance After Mitigation

Less than Significant Impact.

Impact HYD-2 **Potential to 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.

Groundwater levels are managed by the California Department of Water Resources to maintain a safe operating yield of groundwater, which is a sustainable pumping rate that does not exceed the total recharge into the basin.

Water supply in the Plan Area is provided by the Norwalk Municipal Water System (NMWS), which obtains its water from groundwater pumped via local municipal wells in the adjudicated Central Basin,

which is one of five adjudicated groundwater sub-basins in the Los Angeles Basin. As an adjudicated groundwater basin, the courts have assigned specific water rights to water users within the Central Basin via an Adjudication Judgement, which likewise compels the cooperation of groundwater users who might otherwise refuse to limit their pumping. Adjudication is in place for 22 groundwater basins in California, where development pressures have overwhelmed limited aquifers and Adjudication Judgements are imposed to achieve and maintain groundwater sustainability. Adjudicated groundwater basins are exempt from the requirements of Senate Bill (SB) 610.

The total allotted pumping right from the Central Basin from all wells is 233,894 acre-feet per year (AFY), while the total allotted pumping rights for the City of Norwalk is 2,273 AFY. Annual water use since 2015 has ranged from approximately 1,911 AF to 2,238 AF (average 2,085 AF per year).[10]

Future infill and redevelopment that would be facilitated with implementation of the Proposed Plan would result in population growth; thereby increasing demand on water supplies. The Proposed Plan would add approximately 3,087 residential dwelling units. However, the plan would decrease nonresidential square footage in the Plan Area by approximately 347,068 square feet and new development has increased efficiency in both water and energy. The City is allotted pumping rights for 2,273 AFY from the Central Basin, accounting for approximately one percent of the Central Basin's total allotted pumping rights. Because groundwater withdrawals from the Central Groundwater Basin are limited based on the adjudication, compliance with the judgment that set pumping rights would eliminate the potential for the water agencies, that will serve the Plan Area, to substantially impact the groundwater aquifer. Therefore, implementation of the Proposed Plan would result in less than significant impacts on the Central Groundwater Basin from groundwater use.

As described above, the Central Basin underlies the Plan Area; however, the vast majority of the Plan Area is developed and impervious, and thus does not have much groundwater recharge potential. Implementation of the Proposed Plan would not increase the amount of impervious surface in the Plan Area.

The Central Basin is recharged mainly by stormwater, imported water, and reclaimed water along the upper reaches of the San Gabriel River and the Rio Hondo via the San Gabriel River Water Conservation System, which is located several miles away from the Plan Area. It is known that the total allotted pumping rights exceed the natural replenishment of groundwater to the Central Basin.

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10 City of Norwalk, *2020 Urban Water Management Plan*. June 2021. Available online at: https://www.norwalk.org/home/showpublisheddocument/27151/637947047386700000, accessed May 8, 2024.

Future development under the Proposed Plan does not include any additional groundwater wells. Therefore, development would not result in a net deficit in aquifer volume or a lowering of the groundwater table. As described above, while the allotted pumping rights within the Central Basin may exceed the natural groundwater replenishment rate, water could be purchased where necessary to fully replenish the quantity of groundwater that could not be restored through natural processes. Thus, the Proposed Plan would not reduce the groundwater recharge potential of the Plan Area. Therefore, implementation of the Proposed Plan would result in less than significant impacts related to groundwater recharge.

Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than Significant Impact.

Impact HYD-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) result in substantial erosion or siltation on- or off-site;

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or 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; or

iv) impede or redirect flood flows.

Erosion and Flooding

Construction

Grading, excavation, and other construction activities associated with development under the Proposed Plan could adversely affect water quality due to erosion resulting from exposed soils and the generation of water pollutants, including trash, construction materials, and equipment fluids.

Associated construction activities would be subject to the NPDES Statewide General Construction Activity Stormwater Permit. Construction site operators would be responsible for preparing and implementing a SWPPP that outlines project-specific BMPs to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants in stormwater, consistent with the requirements of the NPDES Statewide General Construction Permit. Typical BMPs include:

- Utilizing temporary de-silting basins to ensure that surface water flows do not carry significant amounts of onsite soils and contaminants downstream;
- Conducting construction vehicle maintenance in staging areas where appropriate controls have been established to ensure that fuels, motor oil, coolant, and other hazardous materials are not deposited into areas where they may enter surface water and groundwater;
- Restricting the use of chemicals that may be transferred to surface waters by storm water flows or leach to groundwater basins through water percolation into the soil;
- Requiring that permanent slopes and embankments be vegetated following final grading;
- Installation of silt fences, erosion control blankets;
- Proper handling and disposal of wastes; and
- Installation of anti-tracking pads at site exits to prevent off-site transport of soil material.

Project-specific BMPs would minimize or avoid potential adverse effects associated with drainage pattern alterations, including those associated with infiltration, erosion, and potential for flooding. Project-specific SUSMPs would include conditions that consist of LID structural and non-structural BMP, source control BMP, and structural and non-structural BMP for specific types of uses. LID controls reduce the amount of impervious area of a completed project site and promote the use of infiltration and other controls that reduce runoff. LID controls would direct surface runoff to the appropriate storm drain ensuring correct drainage flow. Source control BMP prevents runoff contact with pollutants that would otherwise be

discharged to the municipal stormwater conveyance system. Specific structural controls are required to address pollutant discharges from certain uses including industrial and commercial facilities where pollutants are disposed, stored, or handled. Therefore, project specific BMPs and LID controls would reduce potential erosion and flooding impacts associated with construction to less than significant levels.

Operation

Implementation of the Proposed Plan is not anticipated to substantially alter the drainage patterns within the Plan Area. Future projects would be developed on existing lots and would include buildings, landscaped areas, roads, and other hardscape improvements; no bare areas of soil would be left vulnerable to erosion. While erosion and siltation impacts could occur during construction of individual development projects, existing state regulations (as discussed under **Impact HYD-1** and **Impact HYD-5**) would reduce impacts to a less than significant level.

As the City is responsible for land use planning and development within the municipal limits, City staff within the Community Development Department shall review and approve all local hydrology and hydraulic analyses. Thus, the projected increase in stormwater runoff would not result in flooding on or off site. Impacts would be less than significant.

Stormwater Drainage Systems

Following implementation of a proposed development project, some amount of surface water runoff would exit the Plan Area, particularly in response to heavy storm events, which also occur under present conditions. With BMPs included in a proposed project's SUSMP, such as those to slow and treat surface water runoff (treatment provided through infiltration and bio-infiltration techniques), it is anticipated that less runoff would leave the site under project conditions than under present conditions. Upon leaving the project site, runoff would be conveyed through the City of Norwalk's existing stormwater drainage system and facilities.

Project development could increase the rate and/or amount of stormwater runoff in comparison to existing conditions, which in turn could result in flooding issues on or off site. Growth and urbanization in the Plan Area would place increased pressure on existing storm drain capacities. Storm water runoff is influenced by rainfall intensity, ground surface permeability, watershed size and shape, and physical barriers. The introduction of impermeable surfaces greatly reduces natural infiltration, allowing for a greater volume of runoff. In addition, paved surfaces and drainage conduits can accelerate the velocity of runoff, concentrating peak flows in downstream areas faster than under natural conditions. Significant increases to runoff and peak flow could overwhelm drainage systems and alter flood elevations in downstream locations. Increased runoff velocity can promote scouring of existing drainage facilities, reducing system

reliability, and safety. Future development under the Proposed Plan would be required to undergo separate environmental review under CEQA to evaluate project-level impacts to the City's stormwater drainage system and facilities. Therefore, impacts to the existing stormwater drainage system would be less than significant.

Surface Flows

Ground-disturbing activities during construction of future development facilitated by the Proposed Plan, including but not limited to grading and excavation, could have potential to result in temporarily altered drainage patterns that could redirect surface flows. However, BMPs employed as part of an SWPPP for individual development projects would include measures to secure disturbed soils and require proper drainage in the Plan Area.

Under the Proposed Plan, the majority of the Plan Area would remain impervious (although, as discussed above, expected to decrease slightly due to sustainable infrastructure) due to the presence of parking areas, walkways, hardscape, and building roofs and roadways. Future development may include landscaped areas, introducing opportunities for infiltration of stormwater runoff and roof discharges, thereby minimizing potential impacts associated with stormwater runoff exiting the area, and potentially improving conditions associated with current conditions. For these reasons, potential impacts to drainage pattern alterations, including how drainage pattern alterations could affect surface water runoff, erosion/siltation, flooding, and stormwater conveyance facilities, would be less than significant.

Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than Significant Impact.

Impact HYD-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.

Development associated with implementation of the Proposed Plan would not be located in a flood hazard, tsunami, or seiche zones, that could risk release of pollutants due to project inundation. Therefore, no impact would occur. The nearest body of water to the Plan Area is the Los Angeles River, located approximately four miles from the northeastern tip of the Plan Area.

According to FEMA, the entirety of the Plan Area is located in Federal Flood Zone X, meaning it is outside the 100-year flood hazard area and the 500-year flood hazard area. The eastern portion of the City, outside the Plan Area, is identified as an Area with Reduced Risk Due to Levee, which means that the risk of flooding is reduced, but not completely removed.[11] Therefore, housing development or other structures under the Proposed Plan would not be located within a 100-year flood hazard area. In addition, there are no dams or reservoirs located in the Plan Area; the closest is the Garvey Reservoir located 11.9 miles northeast of the Plan Area.

The Plan Area is located approximately 22.9 miles east of the Pacific Ocean. Due to the distance and elevations, the potential for a tsunami affecting the Plan Area is unlikely. Therefore, development that could be facilitated by the Proposed Plan would not be located in a flood hazard, tsunami, or seiche zones that could risk release of pollutants due to project inundation. There would be no impact associated with the Proposed Plan.

Significance Before Mitigation

No impact.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

No impact.

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11 FEMA, National Flood Hazard Layer (NFHL) Viewer. Available online at: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd, accessed May 8, 2024.

Impact HYD-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan) establishes the water quality regulations and programs to implement the regulations for the Los Angeles and Ventura counties. The Basin Plan identifies beneficial uses for surface and ground waters, identifies narrative and numerical water quality objectives for regional attainment, and describes implementation programs and other necessary actions to achieve water quality objectives.

As stated above, future development would be required to implement site-specific source control and treatment control BMPs in accordance with the County's SUSMP standards. These BMPs would adhere to the Basin Plan's requirements for BMPs. As such, future development under the Proposed Plan would not conflict with or obstruct implementation of a water quality control plan, and no impacts would occur.

Significance Before Mitigation

No Impact

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

No impact.

3.6.6 CUMULATIVE IMPACTS

The geographic scope for cumulative impacts related to compliance with NPDES permits and construction and operational surface water runoff quality and groundwater quality encompasses the Central Groundwater Basin. Implementation of cumulative development would be required to comply with all pertinent regulations, such as the Construction NPDES General Permit, County Stormwater Pollution Control Requirements for Construction Activities, and the County LID Standards Manual. Cumulative development would be required to comply with the NPDES MS4 permit by implementing BMPs. Therefore, construction activities associated with cumulative development would comply with the NPDES Permit and would not generate runoff that would violate the stormwater NPDES permit.

Cumulative development is required to also comply with all pertinent regulations, such as the Construction NPDES General Permit, County Stormwater Pollution Control Requirements for

Construction Activities, and the County LID Standards Manual. Compliance with these regulations would require the implementation of BMPs to ensure the quality of surface water and groundwater would not be substantially degraded. Therefore, construction and operational activities would result in less than significant impacts to surface and groundwater quality.

Because the Proposed Plan would be required to implement the NPDES requirements, County Stormwater Pollution Control Requirements for Construction Activities, and the LID Ordinance requirements, the project's contribution to cumulative impacts associated with compliance with NPDES permits and surface and groundwater quality would not be cumulatively considerable.

3.6.7 REFERENCES

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3.7 LAND USE AND PLANNING

INTRODUCTION

This section describes the existing land uses in the City, identifies the regulatory framework with respect to regulations that address land use, and evaluates the significance of the potential changes in existing land uses that could result from the implementation of the Proposed Plan. State CEQA Guidelines Section 15125(d) states that the PEIR shall discuss any inconsistencies between the Proposed Plan and applicable general plans and regional plans. Therefore, it is appropriate to provide the reader information regarding relevant local and regional planning policies or programs that would be affected by the Proposed Plan. The information provided below defines relevant City of Norwalk General Plan policies and an associated consistency analysis. Following this general plan consistency analysis, further analysis is provided regarding consistency with regional plans (i.e., regional transportation plan and sustainable communities strategy).

3.7.1 ENVIRONMENTAL SETTING

3.7.1.1 City of Norwalk

The City of Norwalk is located in of Los Angeles County, approximately 11.2 miles southeast of Downtown Los Angeles. Land uses within the City include residential, industrial, commercial, open space, transportation, and public uses. The City's land uses and established zoning are shown in **Figure 2.0-1**, **Existing General Plan Land Use Policy Map**, and **Figure 2.0-2**, **Existing Zoning Map**. Residential uses are located throughout the City and include a mix of single-family homes and multi-family developments (both apartments and condominiums). As of 2023, single-detached residences make up approximately 73 percent of the City's housing stock, while multi-family housing units make up approximately 21 percent.[1] The Commercial land use designations include Neighborhood Commercial, Professional Office and Commercial. Commercial uses are distributed throughout the City, with a high concentration of commercial uses located along Firestone Boulevard and at the intersection between Pioneer Boulevard, San Antonio Drive, and Rosecrans Avenue that consist of strip malls and scattered restaurant and retail uses. Industrial uses are scattered along Firestone Boulevard and are concentrated along Front Street. Industrial uses are scattered throughout the City and primarily consist of manufacturing and warehousing.

1 California Department of Finance, *5 Population and Housing Estimates for Cities, Counties, and the State, 2021-2024*. Available online at: https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024//, accessed March 15, 2024.

The Southern Pacific Railroad is an active heavy-rail line that runs northwest through southeast in Norwalk, carries freight throughout Los Angeles County. The rail line is operated by Union Pacific Railroad, and traverses both the City and the Plan Area.

3.7.1.2 Plan Area Land Uses

The Plan Area encompasses approximately 615 acres at the center of Norwalk. The Plan Area encompasses the historic and current heart of Norwalk and contains 10,887 residents and 3,134 housing units. Within the Plan Area, single-family residences encompass approximately 96 acres and multi-family (2-4 units, and 5+ unit) residences encompass approximately 72 acres. Residential land uses are the largest land use category within the Plan Area and accounts for approximately 28 percent of the Plan Area.[2]

Government-owned uses account for 39 acres, or 7 percent of the Plan Area. Government uses within the Plan Area include Norwalk Park, the Norwalk Aquatics Pavilion, and the Sproul Museum, all of which are clustered together within the same block along Sproul Street.

As shown in **Table 2.0-1**, **Existing Land Uses within the Specific Plan Area**, commercial land uses (i.e., supermarkets, shopping centers, commercial goods, commercial services, and restaurants) account for approximately 78 acres, or 13 percent of the Plan Area. The majority of the existing commercial uses in the Plan Area are located along Firestone Boulevard and the intersection between Pioneer Boulevard, San Antonio Drive, and Rosecrans Avenue. These commercial uses are interspersed along the corridors with other uses, such as office or institutional uses. These commercial corridors also include the Norwalk Town Square shopping center located at the corner of Pioneer Boulevard and Rosecrans Avenue.

Industrial uses within the Plan Area and limited, comprising just 3 percent of the Plan Area. The majority of industrial land uses are located along Front Street and consist of small-scale manufacturing and distribution centers. In addition, a manufacturing plant is located on Foster Road.[3] Single-and-multi-family residential uses are located immediately southwest of the manufacturing plant. However, retaining walls and trees currently operate as a buffer.

3.7.1.3 Plan Area Zoning

Approximately 16 percent of the land within Plan Area is zoned for single-unit residential (R-1),[4] which accommodates residential uses with maximum heights of up to 35 feet (two and on and a half stories) and

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2 The Arroyo Group, *Existing Land Use and Parcel Analysis,* June 3, 2022.

3 Google Earth, 2024.

4 The Arroyo Group, *Existing Land Use and Parcel Analysis,* June 3, 2022.

a minimum floor area of 800 square feet.[5] The majority of uses located within the existing Norwalk Town Square shopping center and along Foster Road and Front Street as General Commercial (C3), which permits public/institutional, retail, restaurants, general office use, and vehicle repair shops. Vehicle sales, alcohol retail, machine shops, and bar/nightclubs require conditional use permits. The C3 zone is mainly clustered along Firestone Boulevard and at the intersection between Pioneer Boulevard, San Antonio Drive, and Rosecrans Avenue. Existing uses within the Plan Area that are zoned C3 include, but are not limited to, restaurants, retail stores, and general offices. A cluster of the Plan Area is zoned Medium Density Residential (R2), which accommodates residential uses with heights of up to 35 feet (two and on and a half stories) minimum floor area of 5,000 square feet. The Plan Area also contains High Density Residential (R4), Commercial & Office (CO), Restricted Commercial (C1) Light Manufacturing (M1), Heavy Manufacturing (M2), Automobile (P), and Planned Unit Development (PUD) zones.

Four Specific Plan Area (SPA) zones are located within the Plan Area: SPAs 3, 4, 12, and 14 are located along Foster Road, between Sheridan Avenue and Pioneer Boulevard. According to the Land Use Element of the City's General Plan, this zone is intended to provide for multi-family residential uses and compatible commercial uses. SPA 4, 12 and 14 are intended to provide for high-density residential uses, giving consideration to adequate parking, open space, setbacks, and building height. SPA 3 consists of several properties that include general offices and a multi-family apartment complex. SPA 4 generally consists of a multi-family apartment complex. SPA 12 is consolidated as one single property that is operating as a storage center. SPA 14 is located along Firestone Boulevard and currently consists of a multi-family apartment complex.

3.7.2 REGULATORY FRAMEWORK

3.7.2.1 Federal

There are no federal regulations that are applicable to the Proposed Plan.

3.7.2.2 State

General Plans and Land Use Regulations

State planning law (California Government Code Section 65300) requires every city and county in California to adopt a comprehensive, long-term general plan for the physical development of the jurisdiction and of any land outside its boundaries that, in the planning agency's judgment, bears relation to its planning (sphere of influence). A general plan should consist of an integrated and internally consistent

[5] Existing uses within the Plan Area are assumed to be consistent with Chapter 17.05 (Residential Zones) of the City's Municipal Code.

set of goals and policies grouped by topic into a set of elements and guided by a jurisdiction-wide vision. State law requires that a general plan address seven elements or topics (land use, circulation, housing, conservation, open space, noise, and safety), but allows some discretion on the arrangement and content. Additionally, each of the specific and applicable requirements in the State planning law should be examined to determine if there are environmental issues within the community that the general plan should address, such as hazards or flooding.

Cities and counties are also required to comply with the Subdivision Map Act (California Code section 66410 *et seq*.). The Subdivision Map Act sets forth the conditions for approval of a subdivision map and requires enactment of subdivision ordinances by which local governments have direct control over the types of subdivision projects to be approved and the physical improvements to be installed.

State Density Bonus Law

The State Density Bonus law (California Government Code Section 65915), signed into law in 1979, requires jurisdictions to provide applicants with a density bonus and incentives or concessions for the production of housing development in which affordable housing is also provided. Eligible projects include housing developments with 10 percent housing for lower income households, 5 percent of the housing for very low-income households, senior citizen housing, and 10 percent of the total dwelling units provided as affordable housing in condominium projects.

Assembly Bill (AB) 2222

On September 27, 2014, former Governor Jerry Brown signed AB 2222, which amended sections of the State Density Bonus Law. AB 2222 requires that density bonus projects resulting in a loss of existing affordable and otherwise locally regulated (i.e., rent-stabilized) housing units replace those units one-for-one. It also extends the affordability period from 30 to 55 years and expands the use of equity sharing in for-sale units. Several other clarifications of the existing law are also included, but they were not judged to represent a change to current City policy.

Assembly Bill 2011

Signed by Governor Gavin Newsom on September 28, 2022, AB 2011 allows for ministerial, by-right approval for affordable housing on commercially-zoned lands, and also allows such approvals for mixed-income housing along commercial corridors, as long as the projects meet specified affordability, labor, and environmental criteria. The bill also requires that all projects seeking approval under its provisions ensure all construction workers earn prevailing wages and receive health benefits.

Senate Bill 6

SB 6 allows residential development on property zoned for retail and office space without needing a rezoning and allows project applicants to invoke the Housing Accountability Act (HAA) to limit local discretion to deny or condition approval. The Bill requires applicants to commit to both prevailing wage and more costly "skilled and trained workforce" requirements for project labor but does not contain Below Market Rate requirements.

Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) supports the State's climate action goals to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning with the goal of creating more sustainable communities. Under the Sustainable Communities Act, the California Air Resources Board (CARB) sets regional targets for GHG emissions reductions from passenger vehicle use. In 2010, ARB established these targets for 2020 and 2035 for each region covered by one of the State's metropolitan planning organizations (MPO). CARB periodically reviews and updates the targets.

While CARB is responsible for setting region-wide targets for reduction of GHG emissions, each MPO is responsible for developing its own Sustainable Communities Strategy (SCS) in conjunction with a Regional Transportation Plan (RTP). The combined RTP/SCS provides integrated land use and transportation strategies and policies that, if implemented, are intended to allow the MPO region to meet the region wide GHG targets set by CARB. The City is a member of the Southern California Association of Governments (SCAG) MPO, which adopted the 2020-2045 RTP/SCS in 2020. The RTP/SCS guides the transportation policies and investments for the region. CARB must review the adopted SCS to confirm and accept SCAG's determination that the SCS, if implemented, would meet the regional GHG targets.[6] SB 375 uses CEQA streamlining as an incentive to encourage residential or mixed-use residential projects, which help achieve AB 32 goals to reduce GHG emissions.

SB 375 amends CEQA to add Chapter 4.2 Implementation of the SCS, which allows a CEQA exemption for Sustainable Community Projects (SCP), as well as streamlined CEQA analysis for Transit Priority Projects (TPPs) and certain residential or mixed-use projects. The following is a summary of the CEQA streamlining provisions in SB 375.

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6 California Air Resources Board, "Sustainable Communities," Available online at: https://www.arb.ca.gov/cc/sb375/sb375.htm, accessed October 2, 2019.

A TPP may be eligible for four types of CEQA relief: (1) SCP CEQA Exemption, (2) Sustainable Communities Environmental Assessment (SCEA), (3) a streamlined Environmental Impact Report (EIR), or (4) traffic mitigation measures. Each of the four types of CEQA relief enabled through SB 375 requires that TPPs meet specific criteria in order to be eligible.

To qualify as a TPP, a project must be consistent with the general plan land use designation, density, building intensity, and applicable policies in an SCS accepted by ARB. A project must also meet the following criteria to be considered a TPP:

- Be at least 50 percent residential use based on building square footage;
- Contain at least 20 dwelling units/acre;
  - Have a floor area ratio for the commercial portion of the project at 0.75 if the project contains between 26 percent and 50 percent nonresidential uses; and
  - Be within 0.5 mile of a major transit stop or high-quality transit corridor included in the RTP.

(1) Sustainable Communities Project (SCP) Exemption. A TPP is eligible for an SCP exemption from CEQA if it is consistent with the SCS and meets all of the following environmental criteria:

- The TPP and other projects that were approved prior to the TPP approval can be adequately served by existing utilities, and the project has paid or would pay any applicable in-lieu or development fees;
- The project site does not contain wetlands or riparian areas, and does not include wildlife habitat of significant value or harm protected species;
- The project site is not contaminated (i.e., the site is not on the Cortese list);
- The project site is subject to preliminary endangerment assessment regarding the potential for existing on-site activities to release hazardous substance and to determine the potential exposure of future occupants to health hazards from any nearby property or activities. Any hazards would be mitigated to a less-than-significant level;
- The project would not significantly affect an historic resource;
- The project site is not subject to wildland fire hazard, unusually high risk of fire/explosion from materials on adjacent properties, health hazards, seismic risk, landslide, or flood hazards;
- The project site is not located on developed open space; and

- The project would be 15 percent more energy efficient than required by California Code of Regulations (CCR) Title 24, and landscaping would use 25 percent less water than the regional average household.

In addition, the project must meet all the following land use criteria:

- The site is not more than eight acres;
- The project does not contain more than 200 units;
- The project does not result in the net loss of affordable housing;
- None of the building levels exceeds 75,000 square feet;
- Applicable mitigation, performance standards, and criteria from prior EIRs would be incorporated into the TPP;
- The project would not conflict with nearby operating industrial use; and
- The project site is located within 0.5 miles of a rail transit station or a ferry terminal included in the RTP, or within 0.25 miles of a high-quality transit corridor.

Moreover, the project must meet at least one of the following criteria:

- At least 20 percent of the housing would be for families of moderate income, at least 10 percent would be rented to families of low income, or at least 5 percent would be rented to families of very low income, and the developer provides legal commitments to ensure continued availability to households of these income groups;
- The developer has paid or would pay in-lieu fees pursuant to local ordinance to result in an equivalent number of units that would otherwise be required above; or
- The project would provide public open space at a ratio of at least five acres per 1,000 residents.

After a public hearing where a legislative body finds that a TPP meets all the requirements, a project can be declared as an SCP and can be exempted from CEQA.

(2) Sustainable Communities Environmental Assessment (SCEA). A TPP that is not eligible for an SCP Exemption may nevertheless qualify for a SCEA if the project incorporates all feasible mitigation measures, performance standards, or criteria set forth in prior applicable certified environmental impact reports (including the RTP/SCS PEIR) (Public Resource Code [PRC] Section 21155.2(b)). A SCEA is comparable to

a Negative Declaration in that the lead agency must find that all potentially significant impacts of a project have been identified, adequately analyzed, and mitigated to a level of insignificance. However, unlike a Negative Declaration, an SCEA need not consider the cumulative effects of the project that have been adequately addressed and mitigated in prior EIRs. Also, growth-inducing impacts are not required to be referenced, described, or addressed. Additionally, project-specific or cumulative impacts from cars and light duty truck trips on global warming or the regional transportation network need not be referenced, described, or discussed. The SCEA must be circulated for 30 days, comments would be considered, and then the SCEA may be approved after a public hearing provided impacts are mitigated. The adequacy of a SCEA is reviewed under the substantial evidence legal standard, which means a court would uphold an agency's decision if there were substantial evidence in light of the whole record to support its action. This is different from the typical "fair argument" standard of legal review for CEQA documents, which is less deferential and states that an EIR must be prepared when, after examining the entire record, there is substantial evidence to support a fair argument that the project may have a significant effect on the environment. The substantial evidence standard makes it more difficult for a petitioner to challenge a SCEA.

(3) Transit Priority Project (TPP) Streamlined Environmental Impact Report (EIR). Instead of a SCEA, a lead agency may choose to perform a streamlined EIR. If the lead agency determines that an EIR is required after conducting an Initial Study, it only needs to address potentially significant impacts. Where a cumulative effect has been adequately addressed and mitigated in a previous EIR, that cumulative effect shall not be treated as cumulatively considerable. The EIR is not required to analyze off-site alternatives to the TPP or discuss a reduced residential density alternative to address the effects of car and light duty truck trips generated by the project. Furthermore, the EIR is not required to include an analysis of growth-inducing impacts or any project-specific or cumulative impacts from cars and light duty trucks trips generated by the project on global warming or the regional transportation network. The Initial Study must identify any cumulative effects that have been adequately addressed and mitigated in the prior applicable certified EIRs, and these cumulative effects are not to be treated as cumulatively considerable in the EIR. During the life of the Proposed Plan, TPPs may occur within the northwestern portion of the Plan Area, which is located within an identified High Quality Transit Area as well as a Transit Priority Area.[7] This area of the Plan Area currently consists of single-family residential, multi-family residential, and commercial residential uses.

(4) Traffic Mitigation Measures. After a public hearing, a legislative body or local jurisdiction may adopt traffic mitigation measures that apply to TPPs (such measures must be updated as necessary every five

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7 Southern California Association of Governments, *High Quality Transit Area Toolkit*, 2024. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/part_1_hqta_toolkit.pdf, accessed August 6, 2024.

years), including requirements for the installation of traffic control improvements, street or road improvements, and contributions to road improvement or transit funds, transit passes for future residents, or other measures that would avoid or mitigate traffic impacts of TPPs. If such measures are adopted by a local jurisdiction, no additional traffic mitigation are required for TPPs (measures addressing public health and bicycle safety may still be imposed).

Senate Bill 743

SB 743, adopted September 27, 2013, amends the State Congestion Management Act (California Government Code Section 65088) to harmonize the act and its definitions with SB 743 and the SCS. SB 743 includes new definitions for "bus rapid transit corridor" and "infill opportunity zone." Key provisions of SB 743 include adding a new chapter to CEQA for Modernization of Transportation Analysis for Transit-Oriented Infill Projects, beginning with PRC Section 21099.

An infill site is defined by PRC Section 21099(a)(4) as "a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses."[8]

A High Quality Transit Area (HQTA) is defined by SCAG as an "an area along transit corridors or near major transit stations that have, or would have in place, 15 minute service, or better, during peak commuting hours." See **Section 3.1, Aesthetics**, and **Section 3.13, Transportation**, for further discussion.

CEQA Streamlining for Infill Projects Senate Bill 226 (SB 226)

The CEQA Streamlining for Infill Projects (SB 226) sets forth a streamlined review process for infill projects and includes performance standards that would be used to determine an infill project's eligibility for streamlined review. The purpose of SB 226 and updated *State CEQA Guidelines* Section 15183.3 is to streamline the environmental review process by "limiting the topics subject to review at the project level where the effects of infill development have been addressed in a planning level decision or by uniformly applicable development policies." Residential, commercial and retail, public office buildings, transit stations, and schools are eligible for this streamlining provided they meet the following requirements: (1) are located in an urban area on a site that has been previously developed or adjoins existing qualified urban uses on at least 75 percent of the site's perimeter; (2) satisfy the performance standards provided in Appendix M [of CEQA]; and, (3) are consistent with the general use designation, density, building

8 "Employment center project" is defined as a project located on property zoned for commercial uses with a floor area ration of no less than 0.75 and that is located within a TPA (PRC Section 21099(a)(1)).

intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, with some exceptions. Under SB 226, some development and transportation projects assumed as a part of the Proposed Plan may be eligible to use a streamlined version of the environmental review process.

Complete Streets Act

Assembly Bill 1358, the Complete Streets Act (Government Code Sections 65040.2 and 65302), was signed into law by former Governor Arnold Schwarzenegger in September 2008. As of January 1, 2011, the law requires cities and counties, when updating the part of a local general plan that addresses roadways and traffic flows, to ensure that those plans account for the needs of all roadway users. Specifically, the legislation requires cities and counties to ensure that local roads and streets adequately accommodate the needs of bicyclists, pedestrians and transit riders, as well as motorists. At the same time, the California Department of Transportation (Caltrans) unveiled a revised version of Deputy Directive 64, an internal policy document that now explicitly embraces Complete Streets as the policy covering all phases of state highway projects, from planning to construction to maintenance and repair.

Senate Bill 932

Passed on September 28, 2022, SB 932 requires cities updating their circulation elements to incorporate the principles of the Federal Highway Administration's Safe System Approach and develop bicycle plans, pedestrian plans, and traffic calming plans. Cities would be required to set goals for initiating and complicating all actions identified in the plans within 25 years of the adoption of the updated circulation element, as specified, and cities are required to begin implementation of the plan within 2 years of adoption of the plan, to regularly review its progress towards the goals identified in the plan.

CEQA Guidelines Section 15182

Section 15182 of the *CEQA Guidelines* is consistent with SB 932 and exempts and streamlines projects that are consistent with an adopted specific plan. These include, but are not limited to, residential or mixed-use projects within a transit priority area (TPA), and residential projects implementing Specific Plans. **Chapter 1.0, Introduction,** discusses how future projects in the Plan Area may use this EIR to streamline future environmental review.

3.7.2.3 Local and Regional

Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)

SCAG is an association of local governments and agencies that serves as a Metropolitan Planning Organization, a Regional Transportation Planning Agency, and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities. SCAG is responsible for developing long-range regional transportation plans, including the regional Sustainable Communities Strategy and associated growth forecasts, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast Air Quality management plans.[9]

SCAG's 2024-2050 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS, Connect SoCal) is a long-range regional transportation and land use network plan that looks ahead 20+ years and provides a vision of the region's future mobility and housing needs with economic, environmental and public health goals. Connect SoCal builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. SCAG adopted its current RTP/SCS in April 2024. One of the key strategies included in Connect SoCal is to focus regional growth around High Quality Transit Areas that are within one half mile of existing or planned 'major' transit stops in the region.

City of Norwalk General Plan

State Law (Government Code Section 65300) requires that each city and county, including charter cities and counties, adopt a comprehensive, integrated, long-term *General Plan* to direct future growth and development and accommodate potential changes or increases to population and employment. The General Plan is a fundamental policy document that defines how a city should use and manage its resources into the future. State law requires seven General Plan Elements: land use,circulation, housing, conservation, open space, noise, and safety. Additionally, consideration of environmental justice is also required either as a standalone element or incorporated into an existing element.

The City's current *General Plan* was adopted in 1996. The *General Plan* serves as a blueprint for the City's planning efforts and vision for the future. The *General Plan* has six citywide elements: Land Use,

9 Southern California Association of Governments, *Certified Final PEIR for Connect SoCal 2024.* November 2023. Available online at: https://scag.ca.gov/peir, accessed August 7, 2024.

Circulation, Housing, Conservation, Open Space, Noise, Safety, Community Design, Educational and Cultural Resources, and Utility Infrastructure. These elements contain goals, policies, and actions that apply to all incorporated areas in the City of Norwalk.

- **Land Use Element**: The Land Use Element and the Land Use Policy Map establishes the broad, general regarding the distribution and mix of land uses consistent with community goals. The Land Use Element It designates the general distribution and intensity of land uses for housing, business, industry, open space, education, public buildings and grounds, and other public and private uses. The Land Use Element also establishes standards of population density and building intensity for the various land uses. The Land Use Policy Map graphically illustrates the planned pattern of land use in Norwalk.

- **Housing Element:** The Housing Element is an element of the General Plan required by State law to address current and future housing needs in the City (Government Code Section 65583). The City's 2021-2029 Housing Element sets housing policy from the years October 15, 2021, to October 15, 2029, defining how the City would meet State requirements, including how it would accommodate the Regional Housing Needs Assessment (RHNA) as allocated by the Southern California Association of Governments (SCAG).

  On February 21, 2023, the City Council adopted the revised draft 2021-2029 Housing Element. The most recent 6th cycle RHNA calls for 5,034 units to be added during the 2021-2029 planning period. The following goals and policies of the City of Norwalk General Plan are applicable to the Specific Plan.

- **Circulation Element:** The Circulation Element is correlated with the Land Use Element and identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public transit facilities.

- **Conservation Element:** The Conservation Element addresses the conservation, development, and use of natural resources such as water, forests, soils, rivers, and mineral deposits.

- **Open Space Element:** The Open Space Element details plans and measures for preserving open space for natural resources, the managed production of resources, outdoor recreation, and public health and safety.

- **Noise Element:** The Noise Element identifies and appraises noise levels in the community and helps to guide land-use decisions.

- **Safety Element:** The Safety Element establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, fire, and other urban hazards.

- **Community Design Element:** The Community Design Element explores issues related to the visual environment. Whereas most General Plan elements focus on functional design issues, this element

establishes that the City is also concerned with the aesthetic form of development.

- **Educational and Cultural Resources Element:** The Educational and Cultural Resources Element assesses Norwalk's educational and cultural resources. It provides policies for the preservation and enhancement of these resources.

- **Utility Infrastructure Element:** The Utility Infrastructure Element addresses the issues related to the City's infrastructure capacity and establishes policies for the maintenance of existing facilities and the provision of new facilities.

City of Norwalk Zoning Code

Title 17 of the Charter and City Code, known as the Zoning Code of the City of Norwalk (Zoning Code), implements the land use policies of the *General Plan*. The Zoning Code is detailed with respect to specific development standards and land use requirements. The City's Zoning Code includes specific standards and development regulations regarding permitted uses, building heights, parking requirements, setbacks, and other requirements. Zoning is used to implement long-term land use policy. In accordance with State requirements, the City's zoning patterns are consistent with Norwalk's Land Use Policy Map.

City of Norwalk Economic Development Opportunities Plan

The Economic Development Opportunities Plan (EDOP) was adopted by the Norwalk City Council on October 2, 2018. The EDOP is intended to evaluate existing demographic information and retail market conditions and prioritize strategic areas to promote economic development within the City. The EDOP identified 10 strategic areas for redevelopment opportunities.[10] The EDOP identifies land use and zoning changes in each strategic area to further increase the potential for redevelopment and revitalization in each area. Of the 10 areas, the Firestone/San Antonio (2), Imperial/Pioneer (3), and Historic Front Street (8) nodes are located within the Plan Area.

3.7.4 IMPACTS AND MITIGATION MEASURES

3.7.4.1 Thresholds of Significance

The following thresholds for determining the significance of impacts related to land use and planning are contained in the environmental checklist form contained in Appendix G of the most recent update of the

[10] City of Norwalk, *Economic Development Opportunities Plan Update*, October 17, 2023. Available online at: https://www.norwalk.org/home/showpublisheddocument/28813/638346034348670000, accessed on October 10, 2024.

CEQA Guidelines. Adoption and/or implementation of the Proposed Plan could result in significant impacts if any of the following would occur:

- Physically divide an established community.
- 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.

3.7.4.2 Methodology

The discussion in this impact section serves two purposes, identifying significant impacts related to land use, and compliance with *State CEQA Guidelines* Section 15125(d), which requires that an EIR include a discussion of any inconsistencies with applicable plans. However, it does not require the EIR to reach a conclusion on whether a conflict exists. Additionally, a conflict between a project and an applicable plan is not necessarily a significant impact under CEQA unless the inconsistency would result in an adverse physical change to the environment that is a "significant environmental effect" as defined by CEQA Guidelines Section 15382. An inconsistency between a proposed project and an applicable plan is a legal determination that may or may not indicate the likelihood of a physical environmental impact. In some cases, an inconsistency may be evidence that an underlying physical impact is significant and adverse. For example, if a proposed project affected agricultural land, one standard for determining whether the impacts were significant would be to determine whether the project violated a plan or policy protecting agricultural land; the environmental impact, however, would be the physical conversion of agricultural land to non-agricultural uses. Similarly, an excerpt from Section 12.34 of the legal practice guide, Practice under the California Environmental Quality Act by the Continuing Education of the Bar, illustrates the point:

> *…if a project affects a river corridor, one standard for determining whether the impact is significant might be whether the project violates plan policies protecting the corridor; the environmental impact, however, is the physical impact on the river corridor.*

Analysis of conflicts and consistency with applicable plans would be included in this impact section. Under State Planning and Zoning law (Gov't Code §§ 65000, et seq.) strict conformity with all aspects of a plan is not required. Generally, plans reflect a range of competing interests and agencies are given great deference to determine consistency with their own plans. A proposed project should be considered consistent with a general plan or elements of a general plan if it furthers one or more policies and does not obstruct other policies. Generally, given that land use plans reflect a range of competing interests, a project should be compatible with a plan's overall goals and objectives but need not be in perfect conformity with every plan policy.

For purpose of identifying significant impacts related to land use impacts, they can be either direct or indirect. Direct impacts result in division of neighborhoods or communities, such as a community that could be physically divided by the construction of a new road, freeway, or railway that effectively isolates a portion of the community from the remainder of the community; or interference with land use plans, including habitat or wildlife conservation plans that result in significant environmental effects. Land use compatibility is typically addressed based on direct physical environmental impacts – primarily noise and air quality but also aesthetics, traffic, hazards, water quality and other physical environmental issues, i.e., where one use generates physical impacts that could significantly adversely affect another use. These issues are generally addressed through existing regulations and policies and are comprehensively addressed in each environmental issue area in this document and summarized as applicable and appropriate in the discussion of **Impact LAN-2** below. As related to impact analysis, this section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation and are generally addressed in other topical sections of this PEIR. For example, traffic impacts resulting from increased traffic as a result of anticipated development under the Proposed Plan would be discussed in the transportation section of this PEIR; public service impacts resulting from increased demand from increased development under the Proposed Plan is discussed in public services section of this PEIR.

3.7.5 ENVIRONMENTAL IMPACTS

Impact LAN-1 Physically divide an established community.

Existing established communities in the Plan Area include several single-family residential areas in the western, northwestern, eastern, and southeastern portions of the Plan Area; as well as high-density residential uses in the southern portions of the Plan Area; general commercial corridors along Firestone Boulevard and San Antonio Drive and southeastern portion of the Plan Area, and industrial uses located along Front Street. The Proposed Plan does not propose any new highways, airports, railways, or other physical features that would physically divide an established community in the Plan Area.

One of the objectives of the Proposed Plan is to create linkages for neighborhoods to the existing corridors within the Plan Area. The Proposed Plan would provide redevelopment and infill development that would result in higher density housing, employment opportunities, and mixed-use development. In addition, the Proposed Plan would introduce new pedestrian and bicycle routes and linkages throughout the Plan Area:

The physical framework of the Plan Area consists of three primary growth areas:

- **Front Street Historic District:** This area consists of the historic Front Street corridor between Pioneer Boulevard and Rosecrans Avenue. Many of the existing buildings in the area would remain the same in order to preserve the historical character of the commercial character of the 1920s. However, the

Proposed Plan considers constructing a new three-to-five story residential developments would be planned along Firestone Boulevard.

- **Triangle District:** This area includes a mix of multi-family residential properties, retail, office, residential, and commercial uses to reduce car ownership amongst residents and promote active transportation.

- **Town Square District**: This area is composed of commercial uses, a gas station, and the Norwalk Town Square located in the southwestern corner of the Plan Area, at the intersection between Pioneer Boulevard, San Antonio Drive, and Rosecrans Avenue. The Proposed Plan would allow for a mix of multi-family residential and commercial use to be developed in this area. Further, the Proposed Plan would implement guidelines that would reduce the size of the Five Points Intersection to allow for more pedestrian infrastructure (i.e., crosswalks, sidewalks).

The Proposed Plan would not directly result in the construction of any development or infrastructure that could physically divide a community: such as major roadways, utility transmission lines, or storm channels.

Development under the Proposed Plan would involve an increase of infill development, over time, utilizing the established roadway network. The increase in development capacity that would occur through implementation of the Proposed Plan is intended to allow for intensified development and a mix of land uses. The proposed zoning changes would enhance connectivity of land uses through implementation of mixed uses, resulting in a more physically connected community.

Overall, implementation of the Proposed Plan would increase the density and intensity of development throughout the Plan Area. The existing medium-to-high density residential developments within the Plan Area are nominal and are scattered predominantly into areas that contain currently underutilized or vacant commercial and light industrial properties. The Proposed Plan would provide for additional residential and related commercial and retail development and improved connectivity within the existing community and would not result in the division of an established community. Conversely, the Proposed Plan would establish a more integrated network of community land uses and mobility. Thus, impacts related to physical division of an established community would be beneficial.

Significance Before Mitigation

This would be a beneficial impact.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Beneficial impact.

Impact LAN-2 **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.**

Project Consistency with Applicable Land Use Plan, Policies, and Regulations

The SCAG's 2024 Connect SoCal RTP/SCS is a long-range regional transportation and land use network plan that provides a vision of the region's future mobility and housing needs with economic, environmental, and public health goals. Similarly, the City's General Plan (1996) serves as a blueprint for the City's planning efforts and vision for the future.

Table 3.7-1, Proposed Plan's Consistency with SCAG's Connect SoCal Land Use Policies, demonstrates the Proposed Plan's consistency with relevant Connect SoCal's goals and policies, whereas **Table 3.7-2, Proposed Plan's Consistency with the City of Norwalk General Plan,** discusses the Proposed Plan's consistency with relevant policies from the *City of Norwalk General Plan*'s Land Use, Housing, and Circulation and Infrastructure elements. Policies that are redundant between elements are omitted, as are policies that call for City actions independent of review and approval or denial of the Proposed Plan. The ultimate determination of whether the Proposed Plan is consistent with applicable general plans lies with the City of Norwalk's decision-making bodies, specifically the City Council.

Table 3.7-1
Proposed Plan's Consistency with SCAG's Connect SoCal Land Use Policies

Connect SoCal RTP/SCS Goals	Discussion
Goal 1 Mobility: Build and maintain a robust transportation network.	**Consistent.** As concluded **in Section 3.11, Transportation**, the Proposed Plan would not conflict with or interfere with any adopted policies, plans or programs related to existing transportation facilities within the Plan Area. Rather, implementation of the Proposed Plan would support multimodal improvements to the transportation networks within the Plan Area. The proposed Firestone Corridor under the Proposed Plan would promote a signature boulevard that provides attainable housing options as well as a pass-through that connects to the Front Street District to create a calmer and more livable environment. The proposed Front Street Historic District would promote pedestrian safety through road reconfigurations and sidewalk extensions. Further, implementation the proposed Town Square District would reconfigure San Antonio Drive to create a simplified and compact intersection that improves safety and traffic flow.
Goal 2 Communities: Develop, connect and sustain communities that are livable and thriving.	**Consistent.** The Proposed Plan would support future multimodal opportunities within the City. The Front Street Historic District would provide a revitalized historic main street and entertainment district. Additionally, the proposed Triangle District would place an emphasis on active transportation, public transportation, and sustainability. Further, the proposed Norwalk Railway Corridor would provide a greenway that would accommodate pedestrians and cyclists and run parallel to the existing railroad.
Goal 3 Environment: Create a healthy region for the people of today and tomorrow.	**Consistent. Section 2.1, Community Values and Urban Design Framework,** states that the Plan would promote concepts that would improve the health and wellness of Norwalk resident. The proposed corridors and the Norwalk Railway Path would include active transportation methods such as walking, biking, and skateboarding. The proposed corridors would implement design features primarily for safe and comfortable pedestrian and bicycle traffic.
Policy 32: Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities.	**Consistent.** The Proposed Plan would introduce up to 3,087 residential units and would accommodate up to 10,949 persons. Under the Proposed Plan, properties adjacent to LA Metro bus stops along San Antonio Drive and Rosecrans Avenue would be zoned for flexible uses of commercial and residential uses.
Policy 35: Encourage housing development in areas with access to important resources and amenities (economic, educational, health, social and similar) to further fair housing access and equity across the region.	**Consistent.** The Proposed Plan would introduce up to 3,087 residential units to the City within acceptable distances to the existing and proposed recreational and open space uses within the Plan Area. The Proposed Plan would also introduce mixed uses of residential and commercial uses to the Plan Area. This mix of new residential units would also assist the City of Norwalk in meeting its RHNA obligation, as discussed in **Section 3.9**, **Population and Housing**.
Policy 36: Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities.	**Consistent.** The Proposed Plan would introduce up to 3,08 residential units to the City. The Proposed Plan also proposes to implement new greenways, pedestrian/bicycle facilities, and recreational pathways (i.e., Norwalk Railway Path) in close proximity to areas that are allowed for residential use.
Policy 38: Prioritize communities that are vulnerable to displacement pressures by supporting community stabilization and increasing access to housing that meets the needs of the region.	**Consistent.** The Proposed Plan would introduce up to 3,08 residential uses, a percentage of which would be affordable residential units, while others would be condominiums and townhomes attractive to first-time homebuyers. This mix of new residential units would also assist the City of Norwalk in meeting its RHNA obligation.

Connect SoCal RTP/SCS Goals	Discussion
Policy 41: Support efforts to increase housing and services for people experiencing homelessness across the region.	
Policy 48. Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience.	**Consistent.** As discussed in **Section 3.12, Utilities and Systems and Energy**, future development associated with the Proposed Plan that would be required to implement stringent sustainable and energy efficiency measures required pursuant to updated California's Green Building Standards Code (CALGreen; California Code of Regulations, Title 24, Part 11) requirements, which would reduce the energy demand of new buildings constructed in the Plan Area. Future development projects would also be required to comply with all applicable measures in the California Building Code (CBC), which requires newly constructed buildings to meet energy performance standards set by the State Energy Commission.

Source: Southern California Association of Governments. Final ConnectSoCal 2024. The Plan. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-ch-03-our-plan-040424.pdf?1712261395, accessed March 17, 2024.

Implementation of the Proposed Plan would establish development standards and regulations in the Plan Area. By adopting the Proposed Plan, including the General Plan Amendment and proposed Zone Change, the City of Norwalk would also be adopting the anticipated development associated with the Proposed Plan. Thus, development under the Proposed Plan would be consistent with the City of Norwalk General Plan. **Table 3.7-2, Proposed Plan's Consistency with the City of Norwalk General Plan**, includes the goals and policies included in the General Plan and pertinent to the project. As shown in **Table 3.7-2**, the Project would be consistent with the City's land use goals and policies by implementing compatible commercial, residential, and mixed-uses in each district. The Proposed Plan would also be consistent with the City's General Plan Policies by ensuring that new development would be consistent with the State's energy and sustainability standards, while also preserving the historical and aesthetic character of the community. Thus, the Proposed Plan would be consistent with applicable goals, objectives and policies outlined in the Land Use Element and Housing Element of the City's *General Plan*.

Table 3.7-2
Proposed Plan's Consistency with the City of Norwalk General Plan

General Plan Policy	Discussion
Land Use Element	
City Wide Land Uses	
Goal: To create a well -balanced community by careful land use and urban design policies which provide for the housing, employment, social, economic, recreational, cultural, health, safety, educational, and service needs of its residents and which maintain and enhance a high quality of life.	**Consistent.** The Proposed Plam would implement land use policies and design guidelines that would provide a cohesive vision for the Plan Area to provide an attractive, active, and unique place.

General Plan Policy	Discussion
Goal: To achieve a physical environment which respects and nurtures the unique characteristics which distinguish Norwalk as a special place to live, work, and grow, as well as to invest resources and conduct business.	**Consistent**. Implementation of the Proposed Plan would revitalize the Front Street buildings as part an independent entertainment area., while also preserving historic character and aesthetic quality of the buildings
Goal: To develop a range of well-integrated housing types which will serve the various needs of all the residents of the City.	**Consistent**. The Proposed Plan would increase density within the Plan Area by allowing the development of multi-family residential uses that are integrated in target areas (i.e., Front Street District, Triangle District) for commercial use areas that are intended to be revitalized with restaurants, nightlife, etc.
Objective: To provide for a development pattern which can maximize Norwalk's changing role as a subregional center and which includes employment opportunities, provision of goods and services, housing alternatives, and open space.	**Consistent.** The Proposed Plan would develop a vibrant mixed - use community that would serve as a vibrant and active area that attracts new residents and businesses. Implementation of the Proposed Plan would increase the density of and attract new residents into the Plan Area by allowing the development of more high-density residential uses and mixed-uses and implementing various zoning changes which would allow increased densities and/or by-right approval of housing. Implementation of the Proposed Plan would also rezone to allow and support restaurants, nightlife, and entertainment uses. These land use changes would improve current provision of goods and services and increase employment opportunities in the Plan Area.
Objective: To provide for upgraded infrastructure and services to support the City's physical and economic growth and development.	**Consistent.** Implementation of the Proposed Plan would encourage economic development and would establish new commercial and residential uses. The Proposed Plan would be consistent with the Economic Development Opportunities Plan to attract retail, restaurant, and entertainment use and support another commercial, office and entertainment use (see **Chapter 2.0**, **Project Description**). Additionally, upgraded roadway infrastructure (i.e., complete streets, crosswalks, underground utility) would be implemented under the Proposed Plan. Therefore, the Proposed Plan would provide upgraded infrastructure to support employment opportunities.
Objective: To establish a positive image for Norwalk as a growing city and take steps towards maintaining this positive image.	**Consistent.** Customized development standards and other requirements in the Proposed Plan would encourage a high-quality development that creates a vibrant and active city center for Norwalk and promotes a positive image of the City. Development resulting from the Plan would provide a harmonious architectural design with high-quality materials. The Proposed Plan would also include new landscape and greening for pedestrians, cyclists and drivers along San Antonio Drive, Front Street and Firestone Boulevard. The Proposed Plan includes a set of development standards and design guidelines that would guide outdoor space standards, site design, architectural design character, and streetscape guidelines that would ensure that the Proposed Plan's buildout is inviting and aesthetically pleasing.
Residential Land Uses	
Objective: To continue to provide for a diversity in housing types for all economic segments of the community.	**Consistent.** The Proposed Plan would introduce up to 3,087 residential units to the Plan Area that consist mostly of multi-family residential uses. The Plan Area currently consists of single-family residences. The Proposed Plan would also introduce mixed uses of residential and commercial uses to the
Objective: To provide for a balanced distribution of multi-family housing throughout the City.	

General Plan Policy	Discussion
Policy: Encourage balanced distribution of multifamily developments.	Plan Area. This mix of new residential units would also assist the City of Norwalk in meeting its RHNA obligation.
Commercial Land Uses	
Objective: To provide for adequate local serving commercial uses.	**Consistent.** The Proposed Plan would allow for development of local serving commercial uses, requiring active commercial components to any new development in key locations. While overall the Proposed Plan anticipates a net loss of commercial uses, the Proposed Plan would include up to 173,250 square feet of new commercial uses within the Plan Area. These commercial uses includes uses that either are nominal or absent from the Plan Area, such as restaurants, retail, nightlife, and entertainment uses. Existing shopping centers meeting local needs, such as Norwalk Town Square and Norwalk Plaza, would remain.
Policy: Encourage development of offices, hotels, restaurants, and entertainment in areas designated as sub-regional centers by establishing a positive environment for these uses.	
Policy: Policy: Encourage development of department stores and related retail uses in areas designated as subregional centers by promoting standards that are conducive to these uses.	
Policy: Policy: Encourage site and building designs which are compatible with the scale and character of adjoining land uses by establishing particular development standards for various districts in the City.	**Consistent.** The Proposed Plan would provide a mix of new uses with corresponding development standards to address scale and compatibility with adjoining land uses.
Industrial Uses	
Goal: To prevent industrial land uses from generating adverse impacts on adjacent land uses.	**Consistent.** The Proposed Plan would limit the permitted types of industrial uses that would be adjacent to residential uses and mixed-uses within each District. Further, implementation of the Proposed Plan would reduce industrial uses in the future development and build out.
Policy: Encourage the provision of adequate buffers between industrial and residential uses to mitigate impacts from noise, light, view, traffic and parking by the development of standards that require mitigation between land uses.	**Consistent.** Where residential and mixed uses could be built in proximity to existing industrial uses, noise and buffering standards are provided within the Plan to mitigate any potential effects.
Public Land Uses	
Objective: To maximize and enhance the recreational potential of existing parks, schools, and public facilities.	**Consistent.** The Proposed Plan would not change the land use designations for the existing open spaces (i.e., Norwalk Park). The Proposed Plan would also implement a new east-west recreational greenway along the Southern Pacific Railroad corridor for pedestrian and bicyclists that would connect residents to the City's parks, open spaces, and town centers, and construct a new linear park along southern San Antonio Drive.
Housing Element	
Goal: Provide a variety of rental and homeownership housing opportunities for all income groups of the City.	**Consistent.** The Proposed Plan would allow up to 3,087 residential units and would contribute to the City's RHNA Allocation requirement for affordable housing units. This mix of new residential units would also assist the City of Norwalk in meeting its RHNA obligation. In addition, the Proposed Plan's residential units are proposed to be a range of housing types. The Proposed Plan would encourage redevelopment of the underutilized parcels and would activate area to create a unique living environment for Norwalk residents. The Proposed Plan would also allow for the development of affordable housing units. Furthermore, the Proposed Plan would allow for residential and mixed-use development in areas that are currently underutilized or vacant.
Policy: Encourage through specific plans, planned unit developments, density bonuses and other incentives the construction of new housing on vacant and underutilized sites	

General Plan Policy	Discussion
Goal: Attain a housing market where all families can find adequate housing within their financial means.	**Consistent.** As stated, the Proposed Plan would allow up to 3,087 residential units and would contribute to the City's RHNA Allocation requirement for affordable housing units. This mix of new residential units would also assist the City of Norwalk in meeting its RHNA obligation. The Proposed Plan would support local, State, and federal goals to provide residents with a decent home and suitable living environment and conserve and improve the existing stock of affordable housing in the City of Norwalk. The Proposed Plan would not rezone existing affordable and multifamily housing within the Plan Area. Housing development projects associated with the Proposed Plan would be required to comply with all applicable fair housing laws. In addition, The Proposed Plan would also encourage the development of affordable housing units through bonuses and on-menu concessions. Furthermore, the Proposed Plan would implement land use regulation which encourage development to provide public benefits through the allocation of additional density and other development stand concessions to protect vulnerable populations.
Goal: Achieve an assisted housing supply that provides a full range of affordable ownership and rental housing opportunities.	
Policy: Support the Federal and State goal of a decent home and suitable living environment for all of Norwalk's residents.	
Policy: Assist in the provision of housing affordable to extremely low, very low, low and moderate-income households through actions of the City and Norwalk Housing Authority.	
Goal: Conserve and improve the existing stock of affordable housing.	
Goal: Preserve the existing supply of affordable housing that is financially assisted by the City, County, State and/or Federal governments.	
Goal: Attain a housing market with "fair housing choice" meaning that individuals and families have the information, options, and protection to live where they choose without unlawful discrimination and other barriers related to race, color, religion, sex, familial status, national origin, or handicap.	

Based on the analysis above, the Proposed Plan would be consistent with the applicable General Plan goals, objectives, and plans; and SCAG's 2024–2050 RTP/SCS. Therefore, impacts from the Proposed Plan 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.

Significance Before Mitigation

This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

3.7.6 CUMULATIVE IMPACTS

As discussed in **Chapter 2.0, Project Description**, the Proposed Plan would accommodate a net increase of up to 3,087 family residential units, and a net decrease of approximately 347,068 square feet of non-residential uses. Future project-specific impacts related to land use compatibility would be less than significant, as discussed in **Impact LAN-2**. Any future development projects proposed within the Plan Area and the City would need to be reviewed on a case-by-case basis for compliance with the City's *General Plan*, Zoning Code, and any other relevant governing policies or plans. Therefore, the project-specific impacts associated with land use consistency would be less than significant. Potential impacts would not be cumulatively considerable.

3.7.6 REFERENCES

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3.8 NOISE

INTRODUCTION

This section evaluates noise and groundborne vibration impacts resulting from construction and operation of the Proposed Plan. Noise monitoring data and calculations are included in ***Appendix 3.8, Noise & Vibration Technical Data****, of this Draft Environmental Impact Report (Draft EIR). Topics addressed include short-term construction and long-term operational noise and vibration.*

3.8.1 FUNDAMENTALS OF NOISE AND VIBRATION

Noise is usually defined as unwanted sound. Noise becomes unwanted when it interferes with normal activities, causes actual physical harm, or has adverse effects on health. The definition of "noise" as unwanted sound implies that it has an adverse effect on people and their environment.

Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). The human ear does not respond uniformly to sounds at all frequencies; it is less sensitive to low and high frequencies than to medium frequencies, which correspond with human speech. In response, the A-weighted noise level (or scale) has been developed. It corresponds better with people's subjective judgment of sound levels. This A-weighted sound level is called the "noise level" and is referenced in units of dBA. Because noise is measured on a logarithmic scale, a doubling of sound energy results in a 3 dBA increase in noise levels. However, changes in a noise level of less than 3 dBA are not typically noticed by the human ear.[1] A change from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise, and a 5.0 dBA increase is readily noticeable. The human ear perceives a 10 dBA increase in sound level as a doubling of sound.

On the A-weighted scale, the range of human hearing extends from approximately 3 to 140 dBA. **Table 3.8-1, A-Weighted Decibel Scale**, provides examples of A-weighted noise levels from common sources. Noise sources occur in two forms: (1) point sources, such as stationary equipment or individual motor vehicles; and (2) line sources, such as a roadway with a large number of point sources (motor vehicles). Sound generated by a point source typically diminishes (attenuates) at a rate of 6 dBA for each doubling of distance from the source to the receptor at acoustically "hard" sites and 7.5 dBA at acoustically "soft"

1 California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013. Available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf, accessed August 8, 2024.

sites.[2,3] For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, the noise level would be 83 dBA at a distance of 100 feet from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise generated by a mobile source will decrease by approximately 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of distance.[4]

Table 3.8-1
A-Weighted Decibel Scale

Typical A-Weighted Sound Levels	Sound Level (dBA, Leq)
Threshold of Pain	140
Jet Takeoff at 100 Meters	125
Jackhammer at 15 Meters	95
Heavy Diesel Truck at 15 Meters	85
Conversation at 1 Meter	60
Soft Whisper at 2 Meters	35

Source: United States Occupational Safety & Health Administration, Noise and Hearing Conservation Technical Manual, 1999.

Sound levels also can be attenuated by man-made or natural barriers (e.g., sound walls, berms, and ridges), as well as elevational differences. Noise is most audible when traveling by direct line-of-sight, an uninterrupted visual path between the noise source and noise receptor. Barriers, such as walls or buildings that break the line-of-sight between the source and the receiver, can greatly reduce noise levels from the source since sound can only reach the receiver by diffraction. However, if a barrier is not high or long enough to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced.

Sound barriers typically reduce noise levels by 5 to 10 dBA, depending on factors such as their height and distance relative to the noise source and the noise receptor.[5] Sound levels may also be attenuated 3 dBA by

2 Federal Highway Administration, *Highway Traffic Noise: Analysis and Abatement Guidance*, 2011. Available online: https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf, accessed August 8, 2024.

3 Examples of "hard" or reflective sites include asphalt, concrete, and hard and sparsely vegetated soils. Examples of acoustically "soft" or absorptive sites include soft, sand, plowed farmland, grass, crops, heavy ground cover, etc.

4 Federal Highway Administration, *Highway Traffic Noise: Analysis and Abatement Guidance*, 2011. Available online: https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf, accessed August 8, 2024.

5 Federal Highway Administration, *Highway Traffic Noise: Analysis and Abatement Guidance*, 2011. Available online: https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf, accessed August 8, 2024.

a first row of houses and 1.5 dBA for each additional row of houses.[6] The minimum noise attenuation provided by typical structures in California is provided in **Table 3.8-2, Building Noise Reduction Factors**.

Table 3.8-2
Building Noise Reduction Factors

Building Type	Noise Reduction - dBA	
	Window Condition	Noise Reduction Due to Exterior of the Structure
All	Open	10
Light Frame	Ordinary Sash (Closed)	20
	Storm Windows	25
Masonry	Single Glazed	25
	Double Glazed	35

Source: Federal Highway Administration, Highway Traffic Noise Analysis and Abatement Guidance. December 2011.

3.8.1.1 Sound Rating Scales

Various rating scales approximate the human subjective assessment to the "loudness" or "noisiness" of a sound. Noise metrics have been developed to account for additional parameters, such as duration and cumulative effect of multiple events. Noise metrics are categorized as single event metrics and cumulative metrics, as summarized below.

In order to simplify the measurement and computation of sound loudness levels, frequency weighted networks have obtained wide acceptance. The A-weighted scale, discussed above, has become the most prominent of these scales and is widely used in community noise analysis. Its advantages are that it has shown good correlation with community response and is easily measured. The metrics used in this analysis are all based upon the dBA scale.

Equivalent Noise Level

Equivalent Noise Level (Leq) is the sound level corresponding to a steady-state A-weighted sound level containing the same total energy as several single event noise exposure level events during a given sample period. Leq is the "acoustic energy" average noise level during the period of the sample. It is based on the observation that the potential for noise annoyance is dependent on the total acoustical energy content of

6 California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013. Available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf, accessed February 23, 2023.

the noise. The equivalent noise level is expressed in units of dBA. Leq can be measured for any period, but is typically measured for 15 minutes, 1 hour, or 24 hours. Leq for a 1-hour period is used by the Federal Highway Administration (FHWA) for assessing highway noise impacts. Leq for 1 hour is referred to as the Hourly Noise Level (HNL) in the California Airport Noise Regulations and is used to develop Community Noise Equivalent Level values for aircraft operations. Construction noise levels and ambient noise measurements in this section use the Leq scale.

Community Noise Equivalent

Community Noise Equivalent Level (CNEL) is a 24-hour, time-weighted energy average noise level based on the A-weighted decibel. It is a measure of the overall noise experienced during an entire day. The term "time-weighted" refers to the penalties attached to noise events occurring during certain sensitive periods. In the CNEL scale, 5 dB are added to measured noise levels occurring between the hours of 7:00 P.M. and 10:00 P.M. For measured noise levels occurring between the hours of 10:00 PM and 7:00 A.M., 10 dB are added. These decibel adjustments are an attempt to account for the higher sensitivity to noise in the evening and nighttime hours and the expected lower ambient noise levels during these periods.

Day-Night Average Noise Level

The day-night average sound level (Ldn) is another average noise level over a 24-hour period. Noise levels occurring between the hours of 10:00 P.M. and 7:00 A.M. are increased by 10 decibels (dB). This noise is weighted to take into account the decrease in community background noise of 10 dBA during this period. Noise levels measured using the Ldn scale are typically similar to CNEL measurements.

3.8.1.2 Adverse Effects of Noise Exposure

Noise is known to have several adverse effects on humans, which has led to laws and standards being set to protect public health and safety, and to ensure compatibility between land uses and activities. Adverse effects of noise on people include hearing loss, communication interference, sleep interference, physiological responses, and annoyance. Each of these potential noise impacts on people is briefly discussed in the following narrative.

Hearing Loss

Hearing loss is generally not a community noise concern, even near a major airport or a major freeway. The potential for noise-induced hearing loss is more commonly associated with occupational noise exposures in heavy industry, very noisy work environments with long-term exposure, or certain very loud recreational activities (e.g., target shooting and motorcycle or car racing). The Occupational Safety and

Health Administration (OSHA) identifies a noise exposure limit of 90 dBA for 8 hours per day to protect from hearing loss (higher limits are allowed for shorter duration exposures). Noise levels in neighborhoods, even in very noisy neighborhoods, are not sufficiently loud enough to cause hearing loss.

Communication Interference

Communication interference is one of the primary concerns in environmental noise. Communication interference includes speech disturbance and intrusion with activities such as watching television. Noise can also interfere with communications such as within school classrooms. Normal conversational speech is in the range of 60 to 65 dBA and any noise in this range or louder may interfere with speech.

Sleep Interference

Noise can make it difficult to fall asleep, create momentary disturbances of natural sleep patterns by causing shifts from deep to lighter stages, and cause awakening. Noise may even cause awakening that a person may or may not be able to recall.

Physiological Responses

Physiological responses are those measurable effects of noise on people that are realized as changes in pulse rate, blood pressure, and other physical changes. Studies to determine whether exposure to high noise levels can adversely affect human health have concluded that, while a relationship between noise and health effects seems plausible, there is no empirical evidence of the relationship.

Annoyance

Annoyance is an individual characteristic and can vary widely from person to person. Noise that one person considers tolerable can be unbearable to another of equal hearing capability. The level of annoyance depends both on the characteristics of the noise (including loudness, frequency, time, and duration), and how much activity interference (such as speech interference and sleep interference) results from the noise. However, the level of annoyance is also a function of the attitude of the receiver. Personal sensitivity to noise varies widely. Attitudes may also be affected by the relationship between the person affected and the source of noise, and whether attempts have been made to abate the noise.

3.8.1.3 Characteristics of Vibration

Vibration consists of waves transmitted through solid material. Groundborne vibration propagates from a source through the ground to adjacent buildings by surface waves. Vibration may comprise a single pulse, a series of pulses, or a continuous oscillatory motion. The frequency of a vibrating object describes how

rapidly it is oscillating and is measured in hertz (Hz). Most environmental vibrations consist of a composite, or "spectrum" of many frequencies, and are generally classified as broadband or random vibrations. The normal frequency range of most groundborne vibration that can be felt generally starts from a low frequency of less than one Hz to a high of about 200 Hz. Vibration is often measured in terms of the peak particle velocity (PPV) in inches per second (in/sec) when considering impacts on buildings or other structures, as PPV represents the maximum instantaneous peak of vibration that can stress buildings. Because it is a representation of acute vibration, PPV is often used to measure the temporary impacts of short-term construction activities that could instantaneously damage built structures. Vibration is often also measured by the Root Mean Squared (RMS) because it best correlates with human perception and response. Specifically, RMS represents "smoothed" vibration levels over an extended period of time and is often used to gauge the long-term chronic impact of a plan's operation on the adjacent environment. RMS amplitude is the average of a signal's squared amplitude. It is most commonly measured in decibel notation (VdB).

Vibration energy attenuates as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. High frequency vibrations reduce much more rapidly than low frequencies, so that in the far-field from a source, the low frequencies tend to dominate. Soil properties also affect the propagation of vibration. When groundborne vibration interacts with a building, there is usually a ground-to-foundation coupling loss (i.e., the foundation of the structure does not move in sync with the ground vibration), but the vibration can also be amplified by the structural resonances of the walls and floors. Vibration in buildings is typically perceived as rattling of windows or items on shelves, or the motion of building surfaces. At high levels, vibration can result in damage to structures.

Manmade groundborne vibration is generally limited to areas within a few hundred feet of certain types of construction activities, especially pile driving. Road vehicles rarely create enough groundborne vibration to be perceptible to humans unless the road surface is poorly maintained and there are potholes or bumps. If traffic induces perceptible vibration in buildings, such as window rattling or shaking of small loose items (typically caused by heavy trucks in passing), then it is most likely an effect of low-frequency airborne noise or ground characteristics. Human annoyance by vibration is related to the number and duration of events. The more events or the greater the duration, the more annoying it will be to humans.

3.8.2 ENVIRONMENTAL SETTING

3.8.2.1 Existing Ambient Noise Levels

To establish baseline noise conditions, existing noise levels were monitored at five locations within the Plan Area. The locations of the noise measurements are depicted in **Figure 3.8-1, Noise Monitoring Locations**.



SOURCE: Esri 2024

FIGURE **3.8-1**

IMPACT SCIENCES

Noise Monitoring Locations

1335.007•08/24

The noise survey was conducted in November 2023 using the Larson Davis SoundTrack LxT (Type 1) sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2006) – Specification for Sound Level Meters/Type 1. This instrument was calibrated and operated according to the manufacturer's written specifications. At the measurement sites, the microphone was placed at a height of approximately five feet above grade. The results of the measurements are summarized in **Table 3.8-3, Existing Noise Levels in the Plan Area**. As shown in **Table 3.8-3**, the daytime ambient noise levels ranged from 48.8 dBA Leq to 58.5 dBA Leq in the Plan Area. The estimated CNEL in the Plan Area is 56.4 dB(A). See **Appendix 3.8, Noise & Vibration Technical Data,** for all noise monitoring data.

Table 3.8-3
Existing Noise Levels in the Plan Area

Noise Monitoring Locations		Primary Noise Sources	Noise Levels (dBA)		
			Leq	Lmin	Lmax
1. Pine Street	Daytime (7A.M – 7PM)	Vehicle Traffic, Neighborhood Activity	48.8	40.6	64.8
	Evening (7PM- 10PM)	Vehicle Traffic, Neighborhood Activity	51.1	34.5	67.0
	Night (10PM – 7AM)	Vehicle Traffic, Neighborhood Activity	49.7	44.6	68.7
2. Norwalk Town Square Shopping Center		Vehicle Traffic, Parking Lot Activity	53.6	45.0	69.2
3. Orr and Day Road		Vehicle Traffic, Parking Lot Activity	53.9	43.3	68.1
4. Rosecrans Avenue		Vehicle Traffic	58.5	47.2	71.0
5. Lyndora Street		Vehicle Traffic, Neighborhood Activity	54.5	36.9	70.4

*Source: Impact Sciences, November 2023. See **Appendix 3.8, Noise & Technical Data**.*

Existing roadway noise levels were calculated for primary roadway segments located throughout the Plan Area. The roadways selected are representative of the segments that would be most impacted by an increase in traffic according to the Plan's Traffic Impact Analysis included as **Appendix 3.11** to this Draft EIR.

Calculations of the existing roadway noise levels are based on the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108) and traffic volumes from the Plan's Traffic Impact Analysis.[7] The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) utilized in the FHWA Model have been modified to reflect average vehicle noise rates identified for California by Caltrans. The Caltrans data show that California automobile noise is 0.8 to 1.0

7 See **Appendix 3.8** for roadway noise calculations.

dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. The average daily noise levels along study area roadway segments are presented in **Table 3.8-4, Existing Roadway Noise Levels**.

Table 3.8-4
Existing Roadway Noise Levels

Roadway	Roadway Segment	Predominant Existing Land Use Along Segment	dBA CNEL
Firestone Blvd	Between Imperial Hwy & Pioneer Blvd	Commercial	68.8
	Between Pioneer Blvd & San Antonio Dr	Commercial	68.1
	Between San Antonio Dr & East City Limit	Commercial	66.3
Front St	West of San Antonio Dr	Industrial & Commercial	52.5
	East of San Antonio Dr	Commercial	56.7
Foster Rd	West of San Antonio Dr	Industrial, Commercial & Residential	65.8
	East of San Antonio Dr	Residential & Commercial	65.1
Rosecrans Ave	West of Pioneer Blvd	Residential & Commercial	72.6
	East of Pioneer Blvd	Residential & Commercial	69.9
Woods Ave	North of Firestone Blvd	Residential	58.5
Pioneer Blvd	North of Firestone Blvd	Residential	69.1
	South of Firestone Blvd	Commercial, Industrial & Residential	69.5
	North of Rosecrans Ave	Commercial	68.2
	South of Rosecrans Ave	Commercial	68.8
San Antonio Dr	North of I-5 SB ramps	Commercial	71.0
	Between I-5 SB ramps & Firestone Blvd	Commercial & Residential	70.2
	Between Firestone Blvd & Front St	Commercial	69.9
	Between Front St & Foster Rd	Commercial	69.7
	South of Foster Rd	Residential & Commercial	67.5
	North of Pioneer/Rosecrans	Residential & Commercial	67.5
Funston Ave	North of Firestone Blvd	Residential, Commercial & Open Space	54.7
	South of Firestone Blvd	Commercial	59.4

*Source: Impact Sciences, July 2024. See **Appendix 3.8.***
*Traffic data: Traffic information from Traffic Impact Analysis Report, see **Appendix 3.11.***

3.8.2.3 Existing Groundborne Vibration

The primary sources of groundborne vibration in the Plan Area are heavy-duty vehicles (e.g., refuse trucks, delivery trucks, and school buses) traveling on local roadways. Trucks and buses typically generate

groundborne vibration velocity levels of around 63 VdB, and these levels could reach 72 VdB where trucks and buses pass over bumps in the road.[8]

3.8.2.4 Noise Sensitive Receptors

Noise-sensitive land uses 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 considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses. Noise-sensitive receptors within the Plan Area include residential uses, schools, and medical facilities.

3.8.3 REGULATORY FRAMEWORK

3.8.3.1 Federal

Occupational Safety and Health Act of 1970

Under the Occupational Safety and Health Act of 1970 (29 U.S.C. §1919 et seq.), the Occupational Safety and Health Administration (OSHA) has adopted regulations designed to protect workers against the effects of occupational noise exposure. These regulations list permissible noise level exposure as a function of the amount of time during which the worker is exposed. The regulations further specify a hearing conservation program that involves monitoring noise to which workers are exposed, ensuring that workers are made aware of overexposure to noise, and periodically testing the workers' hearing to detect any degradation.[9]

Noise Control Act of 1972

Under the authority of the Noise Control Act of 1972, the United States Environmental Protection Agency (U.S. EPA) established noise emission criteria and testing methods published in Parts 201 through 205 of Title 40 of the Code of Federal Regulations (CFR) that apply to some transportation equipment (e.g., interstate rail carriers, medium trucks, and heavy trucks) and construction equipment. In 1974, U.S. EPA issued guidance levels for the protection of public health and welfare in residential areas of an outdoor L_{dn}

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8 California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013. Available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf, accessed August 8, 2024

9 United States Department of Labor, OSH Act of 1970, available online at: https://www.osha.gov/laws-regs/oshact/completeoshact, accessed August 8, 2024.

of 55 dBA and an indoor L_{dn} of 45 dBA. These guidance levels are not standards or regulations and were developed without consideration of technical or economic feasibility. There are no federal noise standards that directly regulate environmental noise related to the construction or operation of the Proposed Plan. Moreover, the federal noise standards are not reflective of urban environments that range by land use, density, proximity to commercial or industrial centers, etc. As such, for purposes of determining acceptable sound levels to determine and evaluate intrusive noise sources and increases, this document utilizes the City of Norwalk Noise Regulations, discussed below.

Federal Transit Administration Vibration Standards

There are no federal vibration standards or regulations adopted by any agency that are applicable to evaluating vibration impacts from land use plans such as the Proposed Plan. However, the Federal Transit Administration (FTA) has adopted vibration criteria for use in evaluating vibration impacts from construction activities. The vibration damage criteria adopted by the FTA are shown in **Table 3.8-5, Construction Vibration Damage Criteria.**

Table 3.8-5
Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
I. Reinforced-concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

Source: FTA, Transit Noise and Vibration Impact Assessment Manual, 2018.

The FTA has also adopted standards associated with human annoyance for determining the groundborne vibration and noise impacts from ground-borne noise on the following three off-site land-use categories: Vibration Category 1 – High Sensitivity, Vibration Category 2 – Residential, and Vibration Category 3 – Institutional.[10] The FTA defines Category 1 as buildings where vibration would interfere with operations within the building, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal

10 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2018. Available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed August 8, 2024.

optical microscopes. Category 2 refers to all residential land uses and any buildings where people sleep, such as hotels and hospitals. Category 3 refers to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment but that still potentially involve activities that could be disturbed by vibration. The vibration thresholds associated with human annoyance for these three land-use categories are shown in **Table 3.8-6, Groundborne Vibration and Groundborne Noise Impact Criteria for General Assessment**. No thresholds have been adopted or recommended for commercial or office uses.

Table 3.8-6
Groundborne Vibration and Groundborne Noise Impact Criteria for General Assessment

Land Use Category	Frequent Events[a]	Occasional Events[b]	Infrequent Events[c]
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB[d]	65 VdB[d]	65 VdB[d]
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB

a "Frequent Events" is defined as more than 70 vibration events of the same source per day.
b "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.
c "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day.
d This criterion is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes.
Source: FTA, Transit Noise and Vibration Impact Assessment Manual, 2018.

3.8.3.2 State

Title 24, California Code of Regulations

The California Noise Insulation Standards of 1988 (California Code of Regulations Title 24, Section 3501 et seq.) require that interior noise levels from the exterior sources not exceed 45 dBA Ldn/community noise equivalent level (CNEL)[11] in any habitable room of a multi-residential use facility (e.g., hotels, motels, dormitories, long-term care facilities, and apartment houses and other dwellings, except detached single-family dwellings) with doors and windows closed. Where exterior noise levels exceed 60 dBA CNEL/Ldn, an acoustical analysis is required to show that the building construction achieves an interior noise level of 45 dBA CNEL/Ldn or less.

11 Measurements are based on Ldn or CNEL.

Caltrans Vibration/Groundborne Noise Standards

The State of California has not adopted Statewide standards or regulations for evaluating vibration or groundborne noise impacts from land use development projects such as the Proposed Plan. Although the State has not adopted any vibration standard, Caltrans in its Transportation and Construction Vibration Guidance Manual (Caltrans 2020) recommends the following vibration thresholds that are more practical than those provided by the FTA.

The State noise and vibration guidelines are to be used as guidance with respect to planning for noise, not standards and/or regulations to which the City must adhere.

Table 3.8-7
Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (inch/sec)	
	Transient Sources[1]	Continuous/Frequent Intermittent Sources[2]
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

Source: Table 19, Transportation and Construction Vibration Guidance Manual (Caltrans 2020).
[1] Transient sources create a single, isolated vibration event, such as blasting or drop balls.
[2] Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

3.8.3.3 Local

City of Norwalk General Plan Noise Element

The following goals, objectives and policies of the *City of Norwalk General Plan* are applicable to the Plan.[12]

12 City of Norwalk. *City of Norwalk General Plan – Noise Element*. 1996. Available online at: https://www.norwalk.org/home/showpublisheddocument/20037/636561304588770000 , accessed August 8, 2024.

Goals

- To ensure all areas of the City are free from excessive noise.
- To reduce the number of people exposed to excessive noise and minimize the future effect of noise in the City.
- To ensure that land uses are compatible with existing and future noise levels.

Objectives

- To have noise levels in all areas of the City meet the minimum standards of land use compatibility established in the Noise Element, especially adjacent to noise sensitive uses.
- To promote the reduction of noise impacts from existing transportation to a level of compatibility with adjoining land uses.

Policies

- Encourage compliance with state and federal legislation designed to abate and control noise pollution.
- Existing noise sources that exceed the appropriate maximum standard shall be encouraged to reduce their noise level to at least the land use compatibility standards of the noise element.
- Discourage truck traffic from using local residential streets.
- Encourage the use of acoustical materials in a new residential and community development where noise levels exceed the compatibility standards of the Noise Element.
- Ensure that proposed noise sources are reduced below a level of significance and properly muffled to prevent noise impacts on neighboring properties.

Implementation Programs

The Noise Element also provides implementation programs for the goals, objectives, and policies. Relevant implementation programs to the project include:

- Require noise study reports for new project that are not clearly compatible with the future noise level at the project site and identify necessary noise reduction measures to meet City noise standards.

- Implement the mitigation measures identified by the noise study report through imposing appropriate conditions of approval on development proposals and Building Permits.

- Condition discretionary actions for projects adjacent to any property that is designated, developed, or occupied by noise sensitive uses. The developer may be required to submit to the City a construction noise mitigation plan to the City Engineer for review and approval prior to issuance of a grading or building permit. The plan must show how the noise from construction would be mitigated through the use of such methods as: time of operation, temporary noise attenuation fences, location of construction equipment, and use of current technology and noise suppression equipment.

- Continue to enforce the City's (noise) codes, restrictions on hours of operation of construction, site maintenance equipment, trash collection and truck deliveries.

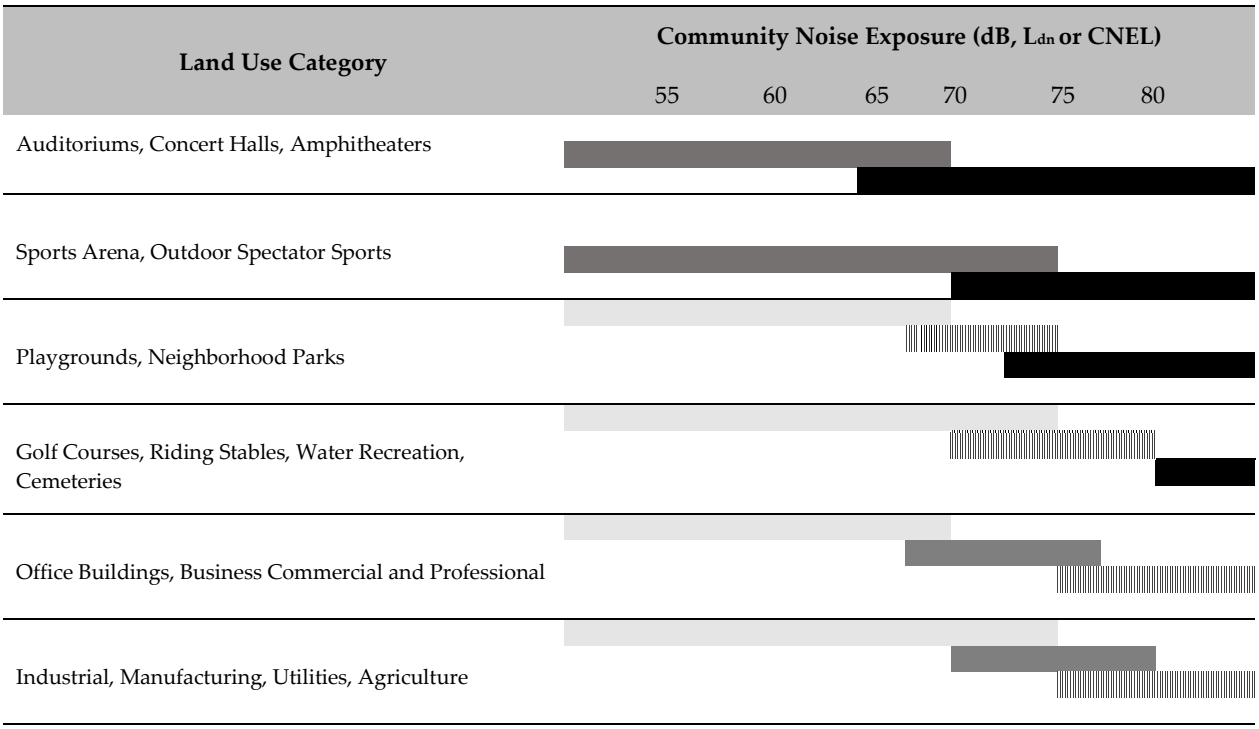
- Disseminate to the public and developers information regarding City noise regulations and programs, the adverse effects of high noise levels, and means of mitigating such levels.

- The City will act to reduce noise levels by making noise levels of equipment a consideration when making purchases.

In addition to the listed policies, the City's *General Plan* includes a land use compatibility matrix as a guide for noise standards. **Table 3.8-8, Land Use Compatibility Standards,** shows the noise level standards for various land uses throughout the City, as shown in the City's *General Plan Noise Element*.

Table 3.8-8
Land Use Compatibility Standards

Land Use Category	Community Noise Exposure (dB, L_{dn} or CNEL)					
	55	60	65	70	75	80
Residential - Low Density Single-Family, Duplex, Mobile Homes						
Residential - Multi-Family						
Transient Lodging - Motels Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						



*Note: *Please note that these guidelines are general and may not apply to specific sites.*
Source: California General Plan Guidelines. City of Norwalk General Plan Noise Element (Page 5F.8).

City of Norwalk Municipal Code

The City of Norwalk Section 9.04.120 provides procedures and criteria for the measurement of the sound level of noise sources. The Norwalk Municipal Code (NMC) provides that in cases where the actual ambient conditions are not known, the City's presumed daytime (7:00 A.M. to 10:00 P.M.) and nighttime (10:00 P.M. to 7:00 A.M.) minimum ambient noise levels as defined in NMC Section 9.04.120 should be used. The presumed ambient noise levels for these areas where the actual ambient conditions are not known as set forth in the NMC Section 9.04.120 are provided in **Table 3.8-9, City of Norwalk Presumed Ambient Noise Levels**.

Table 3.8-9
City of Norwalk Presumed Ambient Noise Levels

Zone	Daytime Hours (7 AM to 10 PM) dBA (L_{eq})	Nighttime Hours (10 PM to 7 AM) dBA (L_{eq})
Residential	55	45
Commercial	60	60
Other	65	65

Source: NMC Section 9.04.120.

NMC Section 9.04.150 prohibits the erection (including excavation), demolition, alteration, construction or repair of any building other than between the hours of 7:00 A.M. and 6:00 P.M. or sunset, whichever is later, 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 P.M. or sunset, whichever is later, and 7:00 A.M., or any part, and that substantial loss or inconvenience would result to any party in interest denied permission to do so, he or she may grant permission for such work, or any part, to be done, within the hours of 6:00 P.M. or sunset, whichever is later, and 7:00 A.M., or any day, or at such times within such hours as he or she shall fix in accordance with such determination.

NMC Section 9.04.150 limits the operation between the hours of 6:00 P.M. or sunset, whichever is later, and 7:00 A.M. of any pile driver, steam shovel, pneumatic hammer, derrick, hoist, or other appliances, the use of which is attended by loud or unusual noise, unless the Director of Building and Safety grants permission pursuant to the standards provided in the NMC.

3.8.4 THRESHOLDS OF SIGNIFICANCE

Pursuant to Appendix G of the *State CEQA Guidelines*, potentially significant impacts would occur if the Plan would result in:

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

- Generation of excessive groundborne vibration or groundborne noise levels.

- For a Plan 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 Plan expose people residing or working in the Plan area to excessive noise levels.

The *State CEQA Guidelines* do not provide a definition for "substantial increase" of noise and they do not provide a threshold of significance for potential noise or vibration impacts. Therefore, the following discussion explains the application of thresholds of significance developed for this noise analysis based upon the regulatory standards, General Plan Noise Element, and NMC as discussed previously in this EIR section. These thresholds apply to both Plan impacts and cumulative impacts.

The City has not adopted or established quantitative standards specific to construction noise. However, the Norwalk Municipal Code Section 9.04.150 provides noise limits and includes time intervals which have been used herein to illustrate the potential scope of construction noise levels under the Plan. Although the noise standards identified in NMC Section 9.04.150 are not specifically intended to regulate construction noise, this analysis has conservatively applied these standards to determine if construction noise generated by forecast development under the Plan would be potentially significant.

The Plan would have a significant impact on noise levels from operations if permanent ambient noise level measured at the property line of affected uses increases by 3 dBA CNEL to or within the "normally incompatible" or "clearly incompatible" categories, as shown in **Table 3.8-8**, **Land Use Compatibility Standards,** or any 5 dBA CNEL or more increase in noise level.

Caltrans provides groundborne vibration impact criteria with respect to building damage during construction activities (see **Table 3.8-7, Guideline Vibration Damage Potential Threshold Criteria**). PPV, expressed in inches per second, is used to measure building vibration damage. Construction vibration damage criteria are assessed based on structural condition (e.g., fragile, historic, and modern). The guidelines consider 0.08 inch/sec PPV to be the criteria for extremely fragile historic buildings, 0.10 inch/sec PPV for fragile buildings, 0.25 inch/sec PPV for historic and some old buildings, 0.30 inch/sec PPV for older residential structures, 0.50 inch/sec PPV for new residential buildings and modern industrial or commercial buildings.

The FTA also provides human annoyance criteria for groundborne vibrations (see **Table 3.8-6, Groundborne Vibration and Groundborne Noise Impact Criteria for General Assessment**). These criteria utilize the root mean square (RMS) velocity to describe human response measured using vibration decibels (VdB). The FTA criteria include 72 VdB at residences and buildings where people normally sleep for frequent events and 75 VdB at institutional buildings such as schools or churches for frequent events. No criteria for human annoyance have been adopted or recommended for commercial and office uses.

3.8.5 METHODOLOGY

3.8.5.1 Construction Noise

The primary source of temporary noise associated with the Plan would be construction activities associated with the forecasted development in the Plan Area. The Plan would include land use and zone changes that would allow for future mixed-use development to occur within the Plan Area. Construction would typically involve several stages, including demolition, site preparation, grading, building construction, architectural coating, and paving. Noise generated by construction equipment can vary in intensity and duration during each phase of construction. While construction in the Plan Area would occur over several years (the Plan's horizon year is 2055, but buildout is conservatively assumed for 2040), the actual location from which construction noise would be generated would shift as different areas are developed.

The Federal Highway Administration's Roadway Construction Noise Model (RCNM) was used to estimate the equipment noise levels at distances of 50 feet, 100 feet, and 500 feet for each phase of construction. This model predicts noise levels based on the expected construction equipment in each phase of construction, empirical data for noise generated by this equipment, the expected usage of equipment during each workday, and formulas to estimate sound attenuation from source to receiver. Equipment used and number of each piece of equipment during construction was obtained from Appendix G, Default Data Tables of the CalEEMod User Guide for each construction phase.[13] Construction noise levels would attenuate at a rate of approximately 6 dBA per doubling of distance (line-of-sight method of sound attenuation for point sources of noise). Ground absorption adds to the attenuation from distance alone. The analysis does not account for attenuation from intervening structures between construction equipment and receivers and/or for soft-site attenuation.

13 California Air Pollution Control Officers Association (CAPCOA), *California Emissions Estimator Model (CalEEMod) User's Guide Appendix G – Default Data Tables*, 2022. Available online at: https://www.caleemod.com/user-guide, accessed August 8, 2024.

3.8.5.2 Operational Noise

The land use and noise compatibility guidelines in the Noise Element are not adopted standards relevant to determining the significance of incremental increases in permanent noise levels. Instead, the City's Noise Element includes criteria or general guidance (shown above in **Table 3.8-8**) associated with incremental increases in noise. **Table 3.8-8** is intended to guide determination of appropriate land use and mitigation measures related to existing or anticipated ambient noise levels. This guidance is useful in determining if a land use is compatible with the existing noise environment (i.e., identifying the impact of the environment on a Plan) but is not useful alone for assessing if a Plan would significantly increase noise levels compared to existing conditions. This is particularly true in urban environments like the Plan Area, where existing noise levels can exceed the guidelines shown in **Table 3.8-8**. In addition, sound transmission control requirements are included in the International Building Code, which are the basis for the California Building Standards Code (CCR Title 24). Section 1207.4 of CCR Title 24 provides noise insulation standards. The standards require that intrusive noise not exceed 45 dB in any habitable room.

3.8.5.3 Groundborne Vibration

Construction activities have the greatest potential to generate groundborne vibration affecting nearby receivers. Since groundborne vibration could cause physical damage to structures, vibration impacts were modeled based on the distance from the location of vibration-intensive construction activities, conservatively assumed to be at edge of a development area to the edge of nearby structures. Due to the anticipated construction in the Plan Area, this analysis conservatively assumes that construction would potentially occur as close as 25 feet from vibration-sensitive structures.

3.8.6 ENVIRONMENTAL IMPACTS

Impact NOI-1 **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Plan in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.**

Construction Noise

Construction activities under the Plan would result in temporary increases in ambient noise in the Plan Area on an intermittent basis and, as such, would expose nearby sensitive receivers both in and adjacent to the Plan Area to increased noise levels. The increase in noise at off-site receivers during construction would be temporary in nature and would not generate continuously high noise levels, although occasional single-event disturbances from construction would occur. Construction noise would typically be higher during the heavier periods of initial construction (i.e., demolition and grading work) and reduced in the later

construction phases (i.e., interior building construction) because the physical structure of the building would break line-of-sight noise transmission from the construction area to the nearby sensitive receivers. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receivers, and presence or absence of intervening structures, terrain, or other noise attenuation barriers.

Table 3.8-10, Estimated Construction Noise Levels by Phase, shows the maximum expected noise levels at distances of 50, 100, and 500 feet from construction equipment, based on the combined use of equipment anticipated to be used concurrently during demolition, site preparation, grading, building construction, paving, and architectural coating.

Table 3.8-10
Estimated Construction Noise Levels by Phase

Construction Phase	Equipment	Estimated Construction Noise Level (dBA Leq)		
		50 feet	100 feet	500 feet
Demolition	Concrete Saw, Excavators (3), Dozers (2)	86.4	80.4	66.4
Site Preparation	Dozers (3), Backhoes (4)	84.3	78.3	64.3
Grading	Excavators (2), Grader, Dozer, Scrapers (2), Backhoes (2)	87.1	81.0	67.1
Building Construction	Crane, Generator Set, Backhoes (3), Welder	84.9	78.9	64.9
Architectural Coating	Air Compressor	73.7	67.7	53.7
Paving	Pavers (2), Paving Equipment (2), Rollers (2)	86.1	80.1	66.1

Source: Impact Sciences, August 2024. See Appendix 3.8 for equipment noise data sheets and assumptions.

As shown in **Table 3.8-10**, **Estimated Construction Noise Levels by Phase**, construction activity would generate noise levels up to an estimated 87.1 dBA Leq for sensitive receptors located 50 feet from construction activities. As such, temporary construction noise would exceed existing ambient noise levels measured throughout the Plan Area, which were measured between 48.8 dBA Leq to 58.5 dBA Leq (see **Table 3.8-3, Existing Noise Levels in the Plan Area**). However, it should be noted that these estimates are conservative because they assume no attenuation of noise by intervening structures and assume construction activity would occur as close as 50 feet to sensitive receptors. As individual project applications are processed under the Proposed Plan, project-specific design features and mitigation measures would be considered on a case-by-case basis to reduce construction noise levels to the maximum extent feasible (see **Mitigation Measures NOI-1** and **NOI-2**). Nevertheless, as temporary construction noise

would exceed existing ambient noise levels and have the potential to conflict with the noise standards identified in NMC Section 9.04.120, this impact is considered potentially significant.

Significance Before Mitigation

Impacts associated with construction noise would be potentially significant.

Mitigation Measures

NOI-1 During case-by-case review of individual projects, the City shall consider the application of the following strategies to reduce construction noise levels to the maximum extent feasible:

- **Mufflers.** Construction equipment shall be properly maintained and all internal combustion engine driven machinery with intake and exhaust mufflers and engine shrouds, as applicable, shall be in good condition and appropriate for the equipment. During construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers, consistent with manufacturers' standards.

- **Electrical Power.** Electrical power, rather than diesel equipment, shall be used to run compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.

- **Equipment Staging.** All stationary equipment shall be staged as far away from the adjacent sensitive receptors as feasible.

- **Equipment Idling.** Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.

- **Workers' Radios.** All noise from workers' radios shall be controlled to a point that they are not audible at sensitive receptors near construction activity.

- **Smart Back-up Alarms.** Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction.

- **Disturbance Coordinator.** Project applicants shall designate a disturbance coordinator who shall be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and identify remedies to correct the problem. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.

NOI-2: During case-by-case review of individual projects, the City shall consider the application of the following strategy to reduce construction noise levels to the maximum extent feasible:

- **Temporary Sound Barriers**. For construction activities located directly adjacent to sensitive receivers (e.g., residences, schools), temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and adjacent receivers during the demolition, site preparation, grading phases, and building phases of construction. Temporary sound barriers shall consist of either sound blankets or other sound barriers/techniques such as acoustic padding or acoustic walls placed near adjacent residential buildings that have been field-tested to reduce noise. Barriers shall be placed such that the line-of-sight between noise-generating construction equipment and adjacent sensitive land uses is blocked and shall be placed as close to the source equipment as feasible. As an alternative, applicants may prepare a Noise Study that demonstrates construction noise would not exceed noise standards at nearby sensitive resources. The Noise Study shall incorporate best management practices and other noise reduction measures to reduce noise levels.

Significance After Mitigation

While **Mitigation Measures NOI-1** and **NOI-2** would reduce construction noise impacts associated with the Proposed Plan, subsequent development projects would still have the potential to exceed ambient noise levels and conflict with noise standards identified in NMC Section 9.04.120. Impacts would be considered significant and unavoidable.

Operational Noise

Traffic Noise

The Proposed Plan would increase the number of vehicle trips within the Plan Area which would increase traffic noise on roadways in the vicinity. To determine whether the Proposed Plan would create traffic noise resulting in a significant noise increase, existing and potential future noise levels were calculated based on the FHWA Traffic Noise Model consistent with the Proposed Plan Traffic Impact Analysis (see **Appendix 3.11**).

Roadway noise impacts were assessed on primary roadway segments within the Plan Area. The noise increases between the Existing, Existing Plus Plan, Future Without Plan, and Future with Plan scenarios are shown in **Table 3.8-11**, **Plan Area Traffic Noise**.

Table 3.8-11
Plan Area Traffic Noise

		dBA CNEL						
Roadway	**Roadway Segment**	**Existing [1]**	**Existing Plus Plan [2]**	**Plan Increase/ Decrease ([2] – [1]) [3]**	**Future Without Plan [4]**	**Future With Plan [5]**	**Plan Increase/ Decrease ([5]-[4]) [6]**	**Cumulative Increase/ Decrease ([5]-[1]) [7]**
Firestone Blvd	Between Imperial Hwy & Pioneer Blvd	68.8	69.6	0.8	68.9	69.7	0.8	0.9
	Between Pioneer Blvd & San Antonio Dr	68.1	68.7	0.6	68.2	68.7	0.5	0.6
	Between San Antonio Dr & East City Limit	66.3	66.8	0.5	66.4	66.9	0.5	0.6
Front St	West of San Antonio Dr	52.5	52.6	0.1	53.0	53.0	0	0.5
	East of San Antonio Dr	56.7	57.9	1.2	57.0	58.2	1.2	1.5
Foster Rd	West of San Antonio Dr	65.8	65.8	0	65.9	65.9	0	0.1
	East of San Antonio Dr	65.1	65.1	0	65.3	65.3	0	0.2
Rosecrans Ave	West of Pioneer Blvd	72.6	72.8	0.2	72.7	72.8	0.1	0.2
	East of Pioneer Blvd	69.9	70.1	0.2	70.0	70.2	0.2	0.3
Woods Ave	North of Firestone Blvd	58.5	59.9	1.4	58.6	60.1	1.5	1.6
Pioneer Blvd	North of Firestone Blvd	69.1	69.3	0.2	69.2	69.4	0.2	0.3
	South of Firestone Blvd	69.5	69.9	0.4	69.6	70.0	0.4	0.5
	North of Rosecrans Ave	68.2	68.8	0.6	68.3	68.9	0.6	0.7
	South of Rosecrans Ave	68.8	69.1	0.3	68.9	69.2	0.3	0.4
San Antonio Dr	North of I-5 SB ramps	71.0	71.1	0.1	71.1	71.2	0.1	0.2
	Between I-5 SB ramps & Firestone Blvd	70.2	70.5	0.3	70.3	70.6	0.3	0.4
	Between Firestone Blvd & Front St	69.9	70.0	0.1	70.0	70.1	0.1	0.2
	Between Front St & Foster Dr	69.7	69.9	0.2	69.8	70.1	0.3	0.4
	South of Foster Dr	67.5	67.2	-0.3	67.6	67.3	-0.3	-0.2
	North of Pioneer/Rosecrans	67.5	67.7	0.2	67.6	67.8	0.2	0.3
Funston Ave	North of Firestone Blvd	54.7	54.7	0	55.2	55.2	0.0	0.5
	South of Firestone Blvd	59.4	61.4	2	59.6	61.6	2.0	2.2

Sources: Impact Sciences, August 2024. Traffic count information from Traffic Impact Analysis (Appendix 3.11). See Appendix 3.8 for noise calculations.

As shown in **Table 3.8-11**, **Project Traffic Noise**, the future noise levels with implementation of the Proposed Plan would increase local traffic noise levels by a maximum of 1.5 dBA CNEL along Woods Avenue, north of Firestone Boulevard compared to future without Plan conditions (i.e., Project-level increase; see 'Cumulative Impacts' for a discussion on cumulative noise level increases compared to existing conditions).

As discussed previously, operational noise level increases would be significant if ambient noise levels increase by 3 dBA CNEL to or within the "normally incompatible" or "clearly incompatible" categories, as shown previously in **Table 3.8-8, Land Use Compatibility Standards**, or any 5 dBA CNEL or more increase. As shown in **Table 3.8-11**, no roadway segments would experience noise level increases that exceed either the 3 dBA CNEL threshold or 5 dBA CNEL threshold. It should be noted that the Proposed Plan would increase landscaping within the major corridors, such as Firestone Boulevard, San Antonio Drive, and Front Street. New landscape greening and tree planting and new median landscape would serve as a natural barrier between traffic and nearby sensitive uses and could potentially decrease traffic-related noise levels at receptors along these major corridors. Therefore, traffic noise levels would not exceed the applicable thresholds of significance, and this impact would be less than significant.

Significance Before Mitigation

Impacts associated with traffic noise would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than Significant Impact.

On-Site Noise

Operation of the Proposed Plan would generate on-site noise from HVAC equipment, delivery trucks, trash hauling trucks, and typical noise associated with urban environments. Noise from HVAC equipment serving new development in the Plan Area would typically generate noise in the range of 60 to 70 dBA Leq at a reference distance of 15 feet from the source.[14] Noise-sensitive receivers would typically be located at least 50 feet from the nearest HVAC equipment, and noise from HVAC equipment would attenuate at a

[14] Illingworth & Rodkin, *Environmental Noise Assessment for Wal-Mart Expansion, Williamson Ranch Plaza – Antioch, California*. Available online at: https://www.antiochca.gov/fc/community-development/planning/Walmart/DEIR-VOLII-APPENDICES-C-H/Appendix%20G%20Noise%20Assessment.pdf, accessed February 23, 2023.

rate of approximately 6 dBA per doubling of distance from the source (i.e., 50 to 60 dBA Leq at 50 feet). As shown in **Table 3.8-3**, **Existing Noise Levels in the Plan Area**, ambient noise levels in the Plan Area were measured up to 58.5 dBA Leq. Based on estimated noise levels between 50 to 60 dBA Leq at 50 feet for HVAC equipment, noise levels from such equipment in the Plan Area would not typically exceed ambient noise levels or noise standards as regulated per Section 9.04.130 of the NMC (see **Section 3.8.3, Regulatory Framework,** above). Furthermore, HVAC units are traditionally rooftop-mounted and shielded from surrounding land uses, and roofs that block line-of-sight to sensitive receivers would further attenuate noise. Therefore, operational noise impacts associated with HVAC equipment would be less than significant.

Other operational noise sources associated with on-site vehicle circulation include delivery trucks and trash-hauling trucks. The average noise level for a single idling truck is generally 85 dBA at a distance of 50 feet.[15] However, noise associated with commercial and trash-hauling trucks would be intermittent and currently occur in the Plan Area and surrounding environment due to existing urban uses that make up much of the developed area. Operational noise impacts associated with delivery and trash-hauling trucks would be less than significant.

Parking areas/garages are the other potential source of vehicular noise. Typical noise sources associated with parking lots include tire squealing, door slamming, car alarms, horns, and engine start-ups. **Table 3.8-12, Maximum Noise Levels from Parking Activity,** shows typical sound levels at this distance from various noise sources on parking lots.

Table 3.8-12
Maximum Noise Levels from Parking Activity

Noise Source	Noise Level at 50 Feet (dBA, L_{eq})
Automobiles at 14 miles per hour	50.0
Car Alarm Signal	69.0
Car Alarm Chirp	54.0
Car Horns	69.0
Door Slams or Radios	64.0
Talking	36.0
Tire Squeals	66.0

Note: Estimates are based on actual measurements taken at various parking lots.
Source: Atkins. Collier Park Renovations Project Technical Report. 2012.

15 Federal Highway Administration, *Reviewing Noise Analysis, Figure 1-1: Common Sound Levels,* Available online at: https://www.fhwa.dot.gov/Environment/noise/resources/reviewing_noise_analysis/#toc494122595, accessed February 23, 2023.

Parking areas are typically located in commercial areas. Intermittent noise associated with parking could reach an estimated 69 dBA L_{eq}, which would not exceed ambient noise levels in areas where parking lots and structures would likely be located. Subterranean parking lots would not generate noise at the street level and would not audibly increase noise levels at adjacent sensitive land uses. All parking facilities, including those that are at and above grade, would be designed per the provisions of NMC Section 17.03.050 Parking layout standards, with slight modifications as provided in the Specific Plan. Per the requirements of NMC, masonry walls, with no openings and a minimum height of six feet above finished grade level, shall be provided to separate parking areas, car turning areas and access driveways from abutting residential uses. Because parking lot/garage design and placement would be required to comply with NMC standards and requirements, impacts would be less than significant.

Noise associated with future residential and outdoor noise sources under the Proposed Plan would generally consist of conversations, music, and light recreation. However, any uses would be required to comply with Section 9.04.120 of the NMC which sets noise standards in the City. Operational noise impacts associated with residential and outdoor noise sources in the Plan Area would be less than significant.

Significance Before Mitigation

Impacts associated with on-site noise would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than Significant Impact.

Land Use Compatibility

While agencies subject to CEQA are not required to analyze or mitigate the impact of existing environmental conditions on a project's future users or residents, the following discussion associated with the placement of future residences within the Plan Area is included for informational purposes. **Table 3.8-11, Project Traffic Noise**, indicates existing and future noise levels in the Plan Area could reach 72.8 dBA dBA CNEL along Rosecrans Avenue. As such, future residences within the Plan Area could experience exterior noise levels that are considered incompatible unless design measures are identified to reduce interior noise levels to acceptable levels. With respect to acceptable interior noise levels, consistent with State and City standards, all habitable spaces associated with the Proposed Plan would be required to provide indoor noise levels of 45 dBA CNEL or less. Exterior-to-interior noise reduction of newer

residential buildings can reach more than 30 dBA depending on the type of building materials and methods used. This is based in part on mandatory compliance with CCR Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, which requires substantial building insulation, improving exterior-to-interior noise reductions. As exterior noise levels along Rosecrans Avenue could reach up to 72.8 dBA CNEL, exterior-to-interior noise reductions from current construction standards could reduce interior noise levels to approximately 42.8 dBA CNEL, ensuring the Proposed Plan is consistent with interior noise level standards. Additionally, during case-by-case review of individual development applications, the City may request project applicants to provide additional project-specific information to demonstrate proposed residences would meet the required interior 45 dBA CNEL standard. The Proposed Plan would also implement key development features and requirements for future development within areas that are zoned as mixed-use. These features are intended to minimize potential conflicts between residential uses and on-site or neighboring uses. **Chapter 2.0, Project Description** summarizes the development standards for future development within each proposed zone. Most notably, the Proposed Plan would minimize exposure to ambient noise levels through the use of setbacks, buffering and orientation, building and performance requirements, and unit design.

Impact NOI-2 Generation of excessive groundborne vibration or groundborne noise levels.

Impacts associated with historical resources are discussed in **Section 3.3, Cultural and Tribal Cultural Resources**. Due to their age and structural integrity, historic buildings are sometimes classified as extremely fragile, indicating their increased susceptibility to potential building damage from elevated vibration levels. Construction activities in the Plan Area would intermittently generate vibration in and near the Plan Area when it reaches building walls and floors of sensitive receptors. Vibration-generating equipment could include bulldozers and loaded trucks to move materials and debris, jackhammers to break apart concrete, and caisson drills to install shoring. **Table 3.8-13, Vibration Source Levels for Construction Equipment**, identifies vibration velocity levels at various distances from the source.

With respect to human annoyance, the FTA thresholds are 72 VdB at residences and buildings where people normally sleep for frequent events and 75 VdB at institutional buildings such as schools or churches for frequent events. No thresholds for human annoyance have been adopted or recommended for commercial and office uses.

With respect to building damage, the Caltrans guidelines consider 0.08 inch/sec PPV to be the potential threshold criteria for extremely fragile historic buildings, 0.10 inch/sec PPV for fragile buildings, 0.25

inch/sec PPV for historic and some old buildings, 0.30 inch/sec PPV for older residential structures, 0.50 inch/sec PPV for new residential buildings and modern industrial or commercial buildings.

Table 3.8-13
Vibration Source Levels for Construction Equipment

	Approximate PPV (in/sec)					Approximate RMS (VdB)				
Equipment	**25 Feet**	**50 Feet**	**60 Feet**	**75 Feet**	**100 Feet**	**25 Feet**	**50 Feet**	**60 Feet**	**75 Feet**	**100 Feet**
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018.

Based on **Table 3.8-13**, **Vibration Source Levels for Construction Equipment**, construction equipment could reach levels of 87 VdB at 25 feet away. As such, the 72 VdB residential annoyance threshold and 75 VdB institutional annoyance threshold could be exceeded during a worst-case construction activity. However, it should be noted that vibration levels experienced would be temporary and intermittent. Additionally, as individual project applications are processed, project-specific design features and mitigation measures would be considered on a case-by-case basis to reduce construction vibration levels to the maximum extent feasible (see **Mitigation Measures NOI-1** and **NOI-2**). Nevertheless, as temporary construction vibration would exceed human annoyance thresholds, this impact is considered potentially significant.

Based on **Table 3.8-13**, **Vibration Source Levels for Construction Equipment**, construction equipment would reach a maximum of 0.089 PPV (in/sec) at 25 feet. These vibration levels would exceed the most conservative 0.08 inch/sec PPV threshold for extremely fragile historic buildings. Since the exact location of future development projects, distances to nearby buildings, and the architectural integrities of nearby buildings are all unknown at this time, it is possible for individual development projects to generate construction vibration levels that could result in damage to extremely fragile buildings located on site or within 25 feet of potential construction activities. Thus, this impact is considered potentially significant, and implementation of **Mitigation Measure NOI-3** is required.

Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

NOI-3 Prior to any grading or construction activity within 25 feet of a potentially extremely fragile building (as defined in Caltrans' *Transportation and Construction Vibration Guidance Manual,* April 2020) or any construction activity associated with the rehabilitation of an extremely fragile building, applicants shall prepare a Vibration Control Plan. The Vibration Control Plan shall be prepared by a qualified structural engineer and shall include methods to minimize vibration, including but not limited to:

- Use of drilled piles or the use of a sonic vibratory pile driver rather than impact pile driving;
- Use of rubber-tired equipment rather than metal-tracked equipment; and
- Avoiding the use of vibrating equipment when allowed by best engineering practices.

The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected buildings. The survey letter shall provide a shoring design to protect the buildings from potential damage. The structural engineer may recommend alternative procedures that produce lower vibration levels, such as sonic pile driving or caisson drilling instead of impact pile driving. Development projects shall implement the structural engineer's recommendations.

A Statement of Compliance signed by the Applicant and Owner is required to be submitted to Building and Safety at plan check and prior to the issuance of any permit. The Vibration Control Plan, prepared as outlined above, shall be documented by a qualified structural engineer, and shall be provided to the City upon request.

Significance After Mitigation

While **Mitigation Measures NOI-1** and **NOI-2** would reduce potential vibration impacts associated with human annoyance, the 72 VdB residential annoyance threshold and 75 VdB institutional annoyance threshold could be exceeded during a worst-case construction activity and this impact would be considered significant and unavoidable.

Implementation of **Mitigation Measure NOI-3** will ensure construction vibration impacts with respect to building damage would be less than significant.

Impact NOI-3 **For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.**

The Plan Area is not in the vicinity of a private airstrip or airport land use plan.[16] The nearest boundary of the Plan Area is approximately 9.2 miles northeast of the Long Beach Airport. As such, the Proposed Plan would not expose people residing or working in the Plan Area to excessive airport-related noise levels and there would be no impact.

Significance Before Mitigation

No impact.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

No impact.

3.8.7 CUMULATIVE IMPACTS

3.8.7.1 Construction

Construction activities associated with development under the Proposed Plan may overlap for some time with construction activities for other development projects that are adjacent to, or within, the Plan Area. Typically, if a development site is 500 feet or more away from another site, then noise levels would have attenuated to a point that they would not combine to produce a cumulative noise impact. Therefore,

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16 Los Angeles County Airport Land Use Commission. Airports, Plans and Maps. Available online at: https://lacounty.maps.arcgis.com/apps/webappviewer/index.html?id=acf2e87194a54af9b266bf07547f240a, accessed August 8, 2024.

construction noise levels would typically become cumulative if two development sites were to have construction occurring within 500 feet of each other.

Development under the Proposed Plan would implement project-specific design features and mitigation measures on a case-by-case basis to reduce construction noise levels to the maximum extent feasible. However, projects could still result in significant short-term increases in noise levels. Multiple projects, both within and outside of the Plan Area, could combine together, to substantially increase noise levels at specific land uses. Therefore, the significant and unavoidable construction noise impacts identified for the Proposed Plan could add to construction noise impacts associated with cumulative development. The impact of the Proposed Plan is considered significant and unavoidable and therefore the incremental effect of the Proposed Plan related to construction noise would be cumulatively considerable.

For a combined vibration impact from simultaneous construction projects to reach cumulatively significant levels, intense construction from these projects would have to occur simultaneously in close proximity to a sensitive receptor. Project construction-related vibration would not result in additive vibration in combination with cumulative development in most areas of the City. However, individual development projects near the periphery of the Plan Area could potentially be constructed concurrently with other development adjacent to, but outside the Plan Area, such that intense construction from two or more projects would simultaneously occur in close proximity to existing sensitive receptors. While possible, this would be unlikely. Nevertheless, the significant and unavoidable construction vibration impacts from the Proposed Plan could add to vibration impacts associated with cumulative development on the periphery of the Plan Area. The impact of the Proposed Plan is considered significant and unavoidable and therefore the incremental effect of the Proposed Plan on temporary annoyance-related vibration levels would be cumulatively considerable.

3.8.7.2 Operation

Stationary noise impacts are localized to a project site and sensitive receptors within the immediate vicinity. Therefore, for stationary noise sources, the cumulative setting is development in the Plan Area and areas immediately adjacent to the Plan Area. Future development in the City would include mechanical equipment, loading, trash pick-up, parking, and other noise-generating activities. However, such activities would be typical of the urban environment within the City and any on-site activities would be required to comply with applicable provisions of the NMC. Sources of stationary noise are generally well-regulated. The potential for any individual site to include a source of stationary noise that would be significant is unlikely and would be speculative to address. Similarly, the potential for overlapping of such sources is unlikely and would also be speculative to address. Therefore, the incremental effect of the Proposed Plan with respect to stationary noise sources would not be cumulatively considerable**.**

The traffic noise analysis in **Table 3.8-11**, **Plan Area Traffic Noise**, is cumulative in nature, as it accounts for future traffic from the Proposed Plan as well as future traffic which would have resulted from regional population growth, regardless of the Proposed Plan. As shown in **Table 3.8-11**, **Plan Area Traffic Noise**, when compared to existing conditions, traffic noise levels under future with Plan conditions would increase by a maximum of 1.6 dBA CNEL along Woods Avenue, north of Firestone Boulevard As discussed previously, operational noise level increases would be significant if ambient noise levels increase by 3 dBA CNEL to or within the "normally incompatible" or "clearly incompatible" categories, as shown previously in **Table 3.8-8**, **Land Use Compatibility Standards**, or any 5 dBA CNEL or more increase. As shown in **Table 3.8-11**, no roadway segments would experience noise level increases that exceed either the 3 dBA CNEL threshold or 5 dBA CNEL threshold. Therefore, the cumulative impact would be less than significant and the incremental effect of the Proposed Plan on exterior noise levels would not be cumulatively considerable.

3.8.8 REFERENCES

California Air Pollution Control Officers Association (CAPCOA). *California Emissions Estimator Model (CalEEMod) User's Guide Appendix G – Default Data Tables*. 2022. Available online at: https://www.caleemod.com/user-guide, accessed August 8, 2024.

California Department of Transportation. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*. 2013. Available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf, accessed August 8, 2024.

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3.9 POPULATION & HOUSING

INTRODUCTION

This section identifies the regulatory framework with respect to regulations that addresses population and housing and evaluates the significance of the potential changes that could result from implementation of the Proposed Plan. In addition, to reduce impacts, mitigation measures are included when applicable. Sources of information used in this section include the City of Norwalk General Plan and the Housing Element contained therein. Information was also obtained from the Southern California Association of Governments (SCAG) Local Profiles, City of Norwalk, the State of California Department of Finance (DOF) population and housing estimates, and U.S. Census Bureau population and housing data.

3.9.1 ENVIRONMENTAL SETTING

3.9.1.1 Population

According to the U.S. Census, the County of Los Angeles' population increased from 9,519,315 persons in 2000 to 10,014,009 persons in 2020.[1] This represents a 5.2 percent increase in County population from 2000 to 2020. The City of Norwalk's population decreased from 103,777 persons in 2000 to 102,773 persons in 2020.[2] This represents a 1.0 percent decrease in City population from 2000 to 2020. **Table 3.9-1, Population Growth Trends,** shows Norwalk's and the County's population in 2000, 2010, and 2020.

Table 3.9-1
Population Growth Trends

Jurisdiction	2000	2010	2020	Percent Change 2000-2020
City of Norwalk	103,777	105,549	102,773	-1.0%
Los Angeles County	9,519,315	9,818,605	10,014,009	5.2%

Source: US Census Bureau. City of Norwalk Population Data.

1 U.S. Census Bureau, "Los Angeles County Population Data." Available online at: https://data.census.gov/cedsci/table?q=Los%20Angeles%20County,%20California&tid=DECENNIALPL2020.P1, accessed May 3, 2024.

2 U.S. Census Bureau, "City of Norwalk Population Data." Available online at: https://www.census.gov/quickfacts/fact/table/norwalkcitycalifornia,US/POP010220 , accessed May 3, 2024.

The Plan Area encompasses approximately 0.96 square miles, or 615 acres and is comprised of a mix of commercial and residential uses in the center of the City. The estimated 2023 population within the Plan Area is approximately 10,887 persons.

3.9.1.2 Housing

As shown in **Table 3.9-2, Housing for the City of Norwalk and County of Los Angeles,** below, there is a total of 27,703 housing units in the City of Norwalk. The average number of persons per owner-occupied household in Norwalk is 3.55 persons. By comparison, Los Angeles County has a total of 3,492,584 housing units, with 2.75 persons per household.

Table 3.9-2
Housing for the City of Norwalk and County of Los Angeles

	City of Norwalk[1,2]	LA County
Housing Units	27,703	3,492,584
Persons per Household	3.55	2.75

Source:

[1] *Southern California Association of Governments. 2024. Connect SoCal: Demographics and Growth Forecast. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-connect-socal-2024-demographics-growth-forecast-draft-110223.pdf?1698263165 accessed May 28,2024.*

[2] *State of California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021-2024. Available online at: https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/, accessed March 5, 2024.*

3.9.1.3 Growth Forecast

The State of California requires that cities plan for changes in population, housing, and employment. If growth is projected, each city must accommodate a share of anticipated regional growth. SCAG is responsible for producing socio-economic estimates and projections at multiple geographic levels. The socio-economic estimates and projections are used for federal, and state mandated long-range planning efforts, such as the Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). In preparing the 2024 RTP/SCS, SCAG prepared population, housing, and employment projections in consultation with jurisdictions in the region. These projections are derived from a combination of sources and consider factors such as birth rates; migration rates; historical trends; household size; market and economic projections; existing and planned land uses; and consistency with relevant adopted local, regional, and state land use policies and growth strategies. These growth forecasts provide a good basis

from which reasonable determinations can be made about planned growth for both the local (i.e., city and county level) and the regional level.

Table 3.9-3, Population, Housing, and Jobs Forecast Without the Proposed Plan, summarizes the City of Norwalk's and Los Angeles County population, household, and employment current growth forecast for the City of Norwalk without implementation of the Proposed Plan. These growth projections are based on SCAG's 2024 Connect SoCal. SCAG projects nominal growth in population and housing for the City of Norwalk between 2019 and 2050.[3] As shown in **Table 3.9-3**, the City of Norwalk's population and number of households are expected increase in 2040, without implementation of the Proposed Plan. SCAG does project an increase in the number of employees. The number of employees is projected to increase from 27,294 in 2023 to 28,755 in 2040, a 5.4 percent increase.

Table 3.9-3
Population, Housing, and Jobs Projections Without the Proposed Plan

	2023		2040		2023-2040 Growth	
	City of Norwalk	LA County	City of Norwalk	LA County	City of Norwalk	LA County
Population[1]	103,303	10,142,734	104,230	10,574,920	0.9% (927)	4% (432,186)
Households[1]	27,703	3,492,584	28,232	4,077,817	2% (529)	17% (585,233)
Employment[1]	27,294	5,086,406	28,755	5,460,246	6% (1,461)	8% (373,840)

Source:
[1] *Southern California Association of Governments, Connect SoCal: Demographics and Growth Forecast, 2024. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-demographics-growth-forecast-final-040424.pdf?1712261839*
**A compound annual growth rate was used to project SCAG population, housing, and employment numbers to estimate 2023 and 2040 conditions*

Portions of the Plan Area are located within a High-Quality Transit Area (HQTA). HQTAs or Transit Priority Areas (TPAs) are defined as areas within one half mile of an existing or proposed well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. SCAG's 2024-2050 RTP/SCS, Connect SoCal vision is to concentrate transit-oriented development (TOD) within HQTAs. Connect SoCal projects that 46 percent of new housing and 55 percent of new employment within the entire SCAG region will take place within HQTAs.[4] This would facilitate the use of public and

3 Southern California Association of Governments, *Connect SoCal: Demographics and Growth Forecast, 2024.* Available online at: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-demographics-growth-forecast-final-040424.pdf?1712261839 , accessed May 11, 2024..

4 Southern California Association of Governments, *HQTA ToolKit*, 2019. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/part_1_hqta_toolkit.pdf?1621459061, accessed October 18, 2022.

active modes of transportation that will reduce vehicle miles traveled (VMT) and the region's climate change contribution, as well as improve air quality. Other portions of the of the Plan Area are located within a Neighborhood Mobility Area (NMA). NMAs are defined as targeted areas in a city that are designed to encourage transportation alternatives. SCAG's goal for NMAs is to create a sustainable and vibrant community by collaborating with residents and the city to identify street improvements, defining neighborhood villages, and exploring transportation alternatives.[5]

3.9.1.4 Regional Housing Needs Allocation

The Regional Housing Needs Allocation (RHNA) is a requirement of State housing law and is a process that determines projected and existing housing need for all jurisdictions (city or unincorporated county) in California. The process to determine the RHNA allocations is conducted by a council of governments, such as SCAG, every eight years. Every jurisdiction must plan for its RHNA allocation in the housing element of its *General Plan* by ensuring there are enough sites and zoning to accommodate the specified number of housing units. Many jurisdictions use the housing element as an opportunity to complement the city's economic development, open space, and sustainability goals with its housing goals. Once updated, housing elements are reviewed by the California Department of Housing and Community Development (HCD) and must be adopted by the jurisdiction.

The most recent RHNA for the SCAG region, or the 6th cycle RHNA was adopted in March 2021 and covers the housing element planning period October 2021 to October 2029. The RHNA has allocated an additional 5,034 residential units to the City of Norwalk. The breakdown of the RHNA allocation by income level is shown in **Table 3.9-4, City of Norwalk 2021-2029 Regional Housing Needs Allocation**.

Table 3.9-4
City of Norwalk 2021-2029 Regional Housing Needs Allocation

Total	Very-low Income	Low Income	Moderate Income	Above-moderate Income
5,034	1,546	759	658	2,071

Source: SCAG 6th Cycle RHNA Allocation

It should be noted that there is a discrepancy between SCAG's 2040 growth forecast and the RHNA for the City. While SCAG's growth forecast in **Table 3.9-3** above shows an increase of 927 people, and 529

5 Southern California Association of Governments, "Neighborhood Mobility Areas (NMA) - SCAG Region." Available online at: https://hub.scag.ca.gov/datasets/1217fe722ed0405197ac156bc148ed27_2/about, accessed October 4, 2024.

households/housing units, the RHNA for the City is much greater with a total of 5,034 units to be achieved in eight years. In part, this has to do with different methodologies for forecasting growth and the different timelines for the RTP and the RHNA which do not always line up.

3.9.2 REGULATORY FRAMEWORK

3.9.2.1 Federal Regulations

Federal Uniform Act (URA) (1970)

The Federal Uniform Act (Uniform Relocation Assistance and Real Property Acquisition Policies Act; 42 U.S. Code [USC] 61), passed by Congress in 1970, is a federal law that establishes minimum standards for federally funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. The Uniform Act's protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects.

Department of Housing and Urban Development Act

The Department of Housing and Urban Development Act created the U.S. Department of Housing and Urban Development (HUD) as a Cabinet-level agency. HUD is responsible for national policy and programs that address housing needs in the U.S. HUD is responsible for enforcing fair housing laws. HUD plays a major role in supporting homeownership by underwriting homeownership for lower- and moderate-income families through its mortgage insurance programs.

3.9.2.2 State

1969 California Housing Element Law

The California Housing Element Law (California Government Code §65300) requires SCAG and other regional councils of government in California to determine the existing and projected regional housing needs for persons at all income levels. According to California Government Code §65300, each governing body of a local government in California is required to adopt a comprehensive, long-term general plan for the physical development of the city, city and county, or county. The California Housing Element Law, enacted in 1969, mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community as part of the housing element, one of the seven mandated elements of the local general plan. The California Housing Element Law is implemented by the California Department of Housing and Community Development (HCD), which is responsible for reviewing local governments' housing elements for compliance with state law and providing written comments to the local governments. Using the information provided by local governments in its Housing

Element, the HCD determines the regional housing need for each county and allocates funding to meet this need to the council of governments for distribution to its jurisdictions. The HCD also oversees distribution of funding related to the regional housing need by the council of governments to the local governments to ensure that funds are appropriately allocated. The requirements for the Housing Element are delineated in California Government Code Section 65580–65589.9.

Senate Bill 375 - The Sustainable Communities and Climate Protection Act of 2008

Senate Bill 375 (SB 375) focuses on aligning transportation, housing, and other land uses to achieve regional greenhouse gas (GHG) emission reduction targets established under the California Global Warming Solutions Act, also known as Assembly Bill No. 32 (AB 32). SB 375 requires California Metropolitan Planning Organizations to develop a Sustainable Communities Strategy (SCS) as part of the RTP, with the purposes of identifying policies and strategies to reduce per capita passenger-vehicle generated GHG emissions. In application, the SCS must identify the general location of land uses, residential densities, and building intensities within the region; identify areas within the region sufficient to house all the population of the region; identify areas within the region sufficient to house an eight-year projection of the regional housing need; identify a transportation network to service the regional transportation needs; gather and consider the best practically available scientific information regarding resources areas and farmland in the region; consider the state housing goals; set forth a forecasted development pattern for the region; and allow the regional transportation plan to comply with the federal Clean Air Act (CAA) of 1970 (42 USC. § 7401 *et seq.*) (Gov. Code, § 65080, subd. (b)(F)(2)(B)), of which, when integrated with the transportation network, and other transportation measures and policies will reduce the GHG from automobiles and light duty trucks to achieve, if there is a reasonable way to do so, the GHG emission reduction targets approved by the California Air Resources Board (ARB). If the SCS does not achieve the GHG emission targets set by ARB, an Alternative Planning Strategy (APS) must be developed to demonstrate how the targets could be achieved.

SB 375 also imposes a number of new requirements on the regional housing needs process. Prior to SB 375, the regional transportation plan and regional housing needs processes were not required to be coordinated. SB 375 now synchronizes the schedules of the regional housing needs allocation (RHNA) and regional transportation plan processes every eight years. The RHNA, which is developed after the regional transportation plan, must also allocate housing units within the region consistent with the development pattern included in the SCS. Previously, the RHNA determination was based on population projections produced by the Department of Finance. SB 375 requires the determination to be based upon population projections by the Department of Finance and regional population forecasts used in preparing the regional transportation plan. If the total regional population forecasted and used in the regional transportation plan is within a range of 1.5 percent (previously 3 percent) of the regional population forecast completed by the

Department of Finance for the same planning period, then the population forecast developed by the regional agency and used in the regional transportation plan shall be the basis for the determination. If the difference is greater than 1.5 percent, then the two agencies shall meet to discuss variances in methodology and seek agreement on a population projection for the region to use as the basis for the RHNA determination. If no agreement is reached, then the basis for the RHNA determination shall be the regional population projection created by the Department of Finance.

Existing law requires local governments to adopt a housing element as part of their general plan. Unlike the rest of the general plan, where updates sometimes occur at intervals of 20 years or longer, under previous law the housing element was required to be updated as frequently as needed and no less than every five years. Under SB 375, this period has been lengthened to eight years and timed so that the housing element period begins no less than 18 months after adoption of the regional transportation plan, to encourage closer coordination between the housing and transportation planning. SB 375 also changes the implementation schedule required in each housing element. Previous law required the housing element to contain a program which set forth a five-year schedule to implement the goals and objectives of the housing element. The new law instead requires this schedule of actions to occur during the eight-year housing element planning period and requires each action to have a timetable for implementation.

Regional Housing Needs Allocation

As discussed above in the discussion of SB 375, State law requires preparation of a Regional Housing Needs Assessment (RHNA) allocation plan every eight years. The RHNA is a key tool for the Southern California Association of Governments (SCAG) and its member governments to plan for this growth. The RHNA quantifies the regional need for housing that is allocated to each jurisdiction for a certain planning period (the current forecast extends through 2029). Communities then plan, consider, and decide how they will address this need through the process of completing the Housing Elements of their General Plans. The RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth, so that they can grow in ways that enhance quality of life, improve access to jobs, transportation and housing, and not adversely impact the environment.

This region's RHNA allocation plan is developed every eight years by SCAG after preparation of the RTP, as mandated by state law, to coincide with the region's schedule for preparing Housing Elements. It consists of two measurements of housing need: (1) existing need and (2) future need for very-low income, low-income, moderate, and above-moderate income categories.

The existing need assessment is based on data from the most recent U.S. Census to measure ways in which the housing market is not meeting the needs of current residents. These variables include the number of

low-income households paying more than 30 percent of their income for housing, as well as severe overcrowding.

The future need for housing is determined primarily by the forecasted growth in households in a community, based on historical growth patterns, job creation, household formation rates, and other factors to estimate how many households will be added to each community over the projection period. The housing need for new households is then adjusted to account for an ideal level of vacancy needed to promote housing choice, maintain price competition, and encourage acceptable levels of housing upkeep and repair. The RHNA also accounts for units expected to be lost due to demolition, natural disaster, or conversion to non-housing uses. The sum of these factors: household growth, vacancy need, and replacement need form the "construction need" assigned to each community.

Finally, the RHNA considers how each jurisdiction might grow in ways that will decrease the concentration of low-income households in certain communities. The need for new housing is distributed among income groups so that each community moves closer to the regional average income distribution.

California Department of Housing and Community Development

State Housing Law (Government Code Section 65580) requires local government plans to address the existing and projected housing needs of all economic segments of the community through their housing elements. The housing element is one of seven state-mandated elements that every General Plan must contain, and it is required to be updated every eight years and determined legally adequate by the State. The purpose of the housing element is to identify the community's housing needs, state the community's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs. In addition, the Housing Element defines the related policies and programs that the community will implement in order to achieve the stated goals and objectives. This would be accomplished through the allocation of regional housing needs consistent with the SCS.

Senate Bill 2

SB 2 (Chapter 633, Statutes of 2007) strengthens state housing element law (Government Code Section 65583) by ensuring that every jurisdiction identifies potential sites where new emergency shelters can be located without discretionary review by the local government. It also increases protections for providers seeking to open a new emergency shelter, transitional housing, or supportive housing development, by limiting the instances in which local governments can deny such developments.

Senate Bill 6

SB 6 allows residential development on property zoned for retail and office space without needing a rezoning and allows project applicants to invoke the Housing Accountability Act (HAA) to limit local discretion to deny or condition approval. The Bill requires applicants to commit to both prevailing wage and more costly "skilled and trained workforce" requirements for project labor but does not contain Below Market Rate requirements.

Senate Bill 9

Passed in 2021, Senate Bill 9, or the California Housing Opportunity and More Efficiency (HOME) Act streamlines the process for a homeowner to create a duplex or subdivide an existing lot. New housing created as a result of this bill must meet a specific list of qualifications that protects historic districts, preserves environmental quality and the look of communities, and prevents tenants from being displaced. This legislation enables homeowners to create intergenerational wealth and provide access to more rental and ownership options for working families who would otherwise be priced out of neighborhoods.

Senate Bill 423

Senate Bill 423 (SB 423), passed in 2023, provides a streamlined and ministerial review path for projects in jurisdictions that are not meeting State housing goals (RHNA) at both lower income levels and market-rate income levels.

The bill complements SB 35. SB 35, passed in 2017, required a local government to approve a development if the local government determines the development is consistent with the objective planning standards. Existing law requires, if the local government determines a submitted development is in conflict with any of the objective planning standards, the local government to provide the development proponent written documentation of the standards the development conflicts with and an explanation for the conflict within certain timelines depending on the size of the development. The Housing Accountability Act, prohibits a local agency from disapproving a housing development project, as described, unless it makes specified written findings.

This bill makes certain affordable housing projects ministerial in jurisdictions where the RHNA requirements are not being met. In place of a discretionary process, SB 423 requires approval if a local government’s planning director or equivalent position determines the development is consistent with the objective planning standards.

Assembly Bill 2011

Signed by Governor Gavin Newsom on September 28, 2022, AB 2011 allows for ministerial, by-right approval for affordable housing on commercially-zoned lands, and also allows such approvals for mixed-income housing along commercial corridors, as long as the projects meet specified affordability, labor, and environmental criteria. The bill also requires that all projects seeking approval under its provisions ensure all construction workers earn prevailing wages and receive health benefits.

California Relocation Assistance Act

The California Relocation Assistance Act (Government Code Section 7260 *et seq.*) establishes uniform policies to provide for the fair and equitable treatment of people displaced from their homes or businesses as a direct result of state and/or local government projects or programs. The California Relocation Assistance Act requires that comparable replacement housing be made available to displaced persons within a reasonable period of time prior to the displacement. Displaced persons or businesses are assured payment for their acquired property at fair market value. Relocation assistance in the form of advisory assistance and financial benefits would be provided at the local level. This includes aid in finding a new home location, payments to help cover moving costs, and additional payments for certain other costs.

Zenovich–Moscone–Chacon Housing and Home Finance Act of 1975

In response to state population and household growth, and to ensure the availability of affordable housing for all income groups, the State Department of Housing and Community Development (HCD) is responsible for determining the regional housing need for all jurisdictions in California.

Homeowners and Private Property Protection Act

In 2008, California voters approved Proposition 99, the Homeowners and Private Property Protection Act, which amended the California Constitution so that local governments are prohibited from using eminent domain authority to acquire an owner-occupied residence for the purposes of conveying it to a private recipient, with limited exceptions. Proposition 99 applies only to owner-occupied residences, but cities may still use eminent domain authority to convey multi-family and non-residential property to other private parties.

3.9.2.3 Local and Regional

Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)

SCAG is an association of local governments and agencies that serves as a Metropolitan Planning Organization, a Regional Transportation Planning Agency, and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities. SCAG is responsible for developing long-range regional transportation plans, including the regional Sustainable Communities Strategy and associated growth forecasts, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast Air Quality management plans.[6]

SCAG's 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal, is a long-range regional transportation and land use network plan that looks ahead 20+ years and provides a vision of the region's future mobility and housing needs with economic, environmental and public health goals. Connect SoCal builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. SCAG adopted the current RTP/SCS in April 2024.

City of Norwalk General Plan

State Law (Government Code Section 65300) requires that each city and county, including charter cities and counties, adopt a comprehensive, integrated, long-term *General Plan* to direct future growth and development and accommodate potential changes or increases to population and employment. The *General Plan* is a fundamental policy document that defines how a city should use and manage its resources into the future. State law requires seven General Plan Elements: land use, circulation, housing, conservation, open space, noise, and safety.

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6 Southern California Association of Governments, "About Us." Available online at: https://scag.ca.gov/about-us#:~:text=History%20of%20SCAG,-SCAG%20was%20founded&text=Generally%2C%20SCAG%20develops%20long%2Drange,Coast%20Air%20Quality%20management%20plans, accessed August 15, 2024.

City of Norwalk Land Use Element

The Land Use Element and the Land Use Policy Map establishes the broad, general policies for how properties are used in Norwalk, including location, distribution, type, and intensity of development. The Land Use Policy Map graphically illustrates the planned land use pattern in Norwalk. The Land Use Element describes a limited range of land use categories, establishes standards of use and intensity, and sets forth policies relating to use of properties.

City of Norwalk Housing Element

The 2021-2029 Housing Element was adopted by the City Council on November 21, 2023. The Norwalk Housing Element is an element of the *General Plan* required by State law to address current and future housing needs in the City (Government Code Section 65583). The City's 2021-2029 Housing Element sets housing policy from 2021 through 2029, defining how the City will meet State requirements, including how it will accommodate the RHNA developed by SCAG. The most recent 6th cycle RHNA calls for 5,034 units to be accommodated for during the 2021-2029 planning period.

The following goals from the Housing Element are applicable to the Proposed Plan:

Goal 1: Increase affordable housing opportunities.

Goal 2: Increase homeownership.

Goal 3: Create safe and integrated neighborhoods

Goal 4: Create public awareness of fair housing laws and affordable housing advocacy.

Goal 5: Increase training and employment opportunities

The following goals and policies of the *City of Norwalk General Plan* are applicable to the Proposed Plan.

Goal 1: The City of Norwalk will encourage a variety of housing types to meet the existing and future needs of City residents.

Policy 1.1: Accommodate a variety of housing types to meet the needs of all residents.

Policy 1.2: Encourage and facilitate a range of housing to accommodate the City's share of regional housing and special needs housing. Pursuant to State law, sites identified for the lower-income RHNA units in this Housing Element, if they were also used in the 5th cycle Housing Element to fulfill

the lower income RHNA (aka reuse sites), will be subject to by-right approval if the proposed project on site deed-restricts 20 percent of the units on site as housing affordable to lower income households.

Policy 1.4: Encourage the development of residential units and the provision of related services for special needs groups, including the elderly, large households, single parents, persons with disabilities, extremely low income persons, and persons experiencing homelessness.

Policy 1.5: Encourage infill development and recycling of land to provide adequate residential sites.

Policy 1.6: Encourage the assemblage and consolidation of existing small parcels in areas, which permit higher density development. Larger parcels can better accommodate increased density housing, through a more efficient use of space resulting in more on-site amenities and greater use of open space.

City of Norwalk Zoning Ordinance

Title 17 of the City Code, known as the Zoning Ordinance of the City of Norwalk (Zoning Ordinance), implements the land use policies of the *General Plan*. The Zoning Ordinance is detailed with respect to specific development standards and land use requirements. The City's Zoning Ordinance includes specific standards and development regulations regarding permitted uses, building heights, parking requirements, setbacks, and other requirements. Zoning is used to implement long-term land use policy. In accordance with State requirements, the City's zoning patterns are consistent with Norwalk's Land Use Policy Map.

3.9.3 IMPACTS AND MITIGATION MEASURES

3.9.3.1 Thresholds of Significance

The following thresholds for determining the significance of impacts related to population and housing are contained in the environmental checklist form contained in Appendix G of the most recent update of the *State CEQA Guidelines*. Adoption and/or implementation of the Proposed Plan could result in significant impacts if any of the following would occur:

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure).

- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

3.9.3.2 Methodology

The analysis assesses the potential impacts to population, housing, and employment resources that could result from implementation of the Proposed Plan.

The population estimates contained herein provide a conservative estimate of the anticipated number of new units that would be constructed and the number of people that could potentially reside in these units based on the average vacancy rate and household size in the City and Plan Area. The vacancy rates and household sizes can vary based on economic conditions and other factors. The number of vacant units and household sizes used in this analysis are provided in **Table 3.9-2**. It should be noted that the population estimates contained in **Section 3.11, Transportation**, differ due to the SCAG RTP/SCS Travel Demand Forecast Model which utilizes different forecast assumptions and Transportation Analysis Zones that do not fully align with the boundaries of the Plan Area. As the population estimates identified herein are greater than those presented in **Section 3.11**, the population impact analysis presented below reflects a conservative scenario.

3.9.4 ENVIRONMENTAL IMPACTS

Impact POP-1 **Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)**

It is conservatively anticipated that implementation of the Proposed Plan would result in an addition of 3,087 housing units, along with a decrease in 347,068 square feet of non-residential square footage. The proposed addition of 3,087 dwellings units would increase the number of residents in the Plan Area by approximately 10,959 residents, resulting in a total population of 114,252 residents by 2040.

Population and Housing

Implementation of the Proposed Plan would result in a pattern of land use that directs future growth in an already urbanized area where growth can be supported by existing transit routes and where different types of land uses can be intermingled to reduce the length and frequency of vehicle trips, in line with state mandates to achieve sustainability targets. The intermingling or co-locating of different types of land uses reduces the length and frequency of vehicle trips by allowing people to trip chain, grouping two or more

trip purposes into one single trip. By locating housing and jobs together, VMT reductions and its associated benefits (i.e., air quality and GHG reductions) can be better achieved.

The Proposed Plan would introduce new residential, commercial development, and mixed-use development that would be concentrated along Front Street, Firestone Boulevard, San Antonio Drive. The addition of 3,087 housing units will increase the housing stock to a total of 30,790 units and 3,495,668 units in the City of Norwalk and County, respectively. The residential units are conservatively expected to exhibit the characteristics of the Plan Area with about 3.55 persons per household (see **Table 3.9-2**).[7] Based on these characteristics, the Proposed Plan would add approximately 10,959 residents to the City of Norwalk, and County of Los Angeles, resulting in total population of 114,252 and 10,153,683 persons, respectively. It should be noted that this analysis assumes all residents inhabiting new residential units would be both new to Norwalk and new to the County, which is unlikely. It is more likely that inhabitants would be either from Norwalk or the surrounding area. Nonetheless, this analysis presents a conservative analysis by assuming all residents are new to the area. **Table 3.9-5, Population and Housing Increase Associated with the Proposed Plan,** shows details on how the Proposed Plan would increase housing and population in the City and County.

The projected growth as a result of the Proposed Plan is not considered significant for several reasons. The City of Norwalk Housing Element accounted for a specific plans to be implemented as part of their housing and population projections. Thus, implementation of the Proposed Plan and its associated population growth has been accounted for in the City's planning processes. In addition, the growth within the Plan Area would only represent a 0.1 percent increase of the County's incremental population growth. Lastly, as discussed in **Section 3.10, Public Services,** and **Section 3.12**, **Utilities and Service Systems and Energy**, the Plan would not increase the need for public service and utility systems beyond what is proposed in the Plan and the City can accommodate the proposed growth over the Plan horizon.

Table 3.9-5
Population and Housing Increase Associated with the Proposed Plan

	Plan Area[1]	City of Norwalk[2]	Los Angeles County[3]
Population			
Existing (2023)	10,887	103,303	10,142,734
Proposed[1] (2040)	10,949	10,949	10,949
New Total	**21,836**	**114,252**	**10,153,683**

7 California Department of Finance, *5 Population and Housing Estimates for Cities, Counties, and the State, 2021-2024*, May 2024. Available online at: https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024//, accessed August 22, 2024.

	Plan Area[1]	City of Norwalk[2]	Los Angeles County[3]
Percent Increase	100.6%	10.6%	0.1%
Housing			
Existing (2023)	3,184	27,703	3,492,584
Proposed[1] (2040)	3,087	3,087	3,087
New Total	**6,271**	**30,790**	**3,495,671**
Percent Increase	99.2%	11.1%	0.1%

Notes:
[1] This row refers to the population and the number of housing units that would be introduced by the Proposed Plan.
Source:
[1] The Arroyo Group, 2024
[2] State of California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021-2024. Available online at: https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/,/, accessed March 5, 2024.,
[3]U.S. Census Data. Available online at: https://data.census.gov/table/DECENNIALPL2020.H1?g=160XX00US0652526, accessed April 17, 2024.

The Proposed Plan would contribute to the City's goal of meeting its RHNA allocation for housing units, which is a total of 5,034 units as shown in **Table 3.9-4, City of Norwalk 2021-2029 Regional Housing Needs Assessment Allocation,** which is greater than the Plan's anticipated growth of 3,087 housing units. Further, the RHNA is for an 8-year period while the Plan's horizon is 20 years, meaning even with full buildout of the Plan, the City could still potentially fall short of its RHNA number.

While the Proposed Plan would create population growth, the Proposed Plan would be consistent with the applicable goals and polices of the General Plan which encourage a variety of housing types to meet the existing and future needs of City residents, and the Housing Element which has a goal to increase affordable housing opportunities, and a goal to create safe and integrated neighborhoods. Key elements of the Plan, with its focus on healthy communities and linking districts to crate a more cohesive integrated community, would further these goals.

The Proposed Plan's anticipated concentration of new mixed-use development near job centers and transit is consistent with State policy aimed at meeting housing needs while reducing vehicle trips and improving air quality and GHG conditions. As a result, the Proposed Plan would better accommodate projected population and housing demand with the proposed land use and zoning changes in place. While implementation of the Proposed Plan is expected to result in population growth in the Plan Area that would exceed the current SCAG forecasts for this area, as noted, SCAG has provided the City with a RHNA number that is in fact much larger than its growth forecast indicating the need for housing above and beyond what SCAG forecast. The Proposed Plan is designed to accommodate this growth in a more intentional and sustainable manner in accordance with the policies of SB 375 and Connect SoCal and would

not induce significant unplanned population growth. Therefore, the Proposed Plan would not induce substantial unplanned population growth in an area, and impacts would be ***less than significant***.

Employment

Table 3.9-6, Estimated Onsite Employment Within the Plan Area, shows the estimated employment upon implementation of the Proposed Plan. Development under the Proposed Plan is expected to include reduce non-residential square footage in the Plan area (commercial, industrial and institutional). As shown in Chapter 2.0 Project Description, there would be net reduction of 275,747 square feet of commercial use, a reduction of 18,310 square feet of industrial use, and a reduction of 360,341 square feet of institutional use.

As a result of the reduction in employment generating uses, there is estimated to be a loss of 265 jobs in the Plan Area as a result of the Proposed Plan. However, the Plan encourages a balance of residential and non-residential uses to create a healthy balanced community with complete streets that emphasize small scale nonresidential uses. Further, much of the non-residential space in the Plan Area is underutilized and likely does not generate sustainable employment. As new commercial development occurs, new, more sustaining jobs would be created.

Table 3.9-6
Estimated Onsite Employment Within the Plan Area

Land Use	Build Out Square Footage	Square Feet per Employee[1]	Total Employees
Commercial	-275,747	1,232	-224
Industrial	-18,310	2,400	-8
Institutional	-53,011	1,710	-33
Total	-347,068	5,170	-265

[1]Source:. Source: U.S. Energy Information Administration Table B2 Summary table: total and medians of floorspace, number of workers, and hours of operation, 2018. Available online at: https://www.eia.gov/consumption/commercial/data/2018/bc/html/b2.php.
** The EIA does not include square foot per employee metrics for institutional space. The "other" square foot per employee metric was used for these categories.*

As discussed in **Section 3.7, Land Use and Planning,** the Proposed Plan would be consistent with the applicable goals and policies of the City's *General Plan*. Because there would be a projected decrease in jobs resulting from the Proposed Plan, implementation of the Proposed Plan would not generate employment that would result in unanticipated or unplanned for growth in population. Therefore, the Proposed Plan would not induce substantial unplanned employment growth in an area, and impacts would be *less than significant*.

Growth Forecast

The 10,959 new residents associated with Proposed Plan would exceed SCAG's growth forecast for the area and the 3,087 housing units would exceed the projected housing growth for the City, but this growth would represent a marginal amount of growth within the County over the planning period and would not increase the need for additional housing and infrastructure. Additionally, this growth would be in line with SCAG's policies and the City's housing and land use elements goals and policies, which aim to increase the number of housing units and population in the City. The Proposed Plan would allow for new residential development in proximity to several existing and planned transit stops and would further connect people to transit through bike and pedestrian improvements, thereby locating residents near job opportunities accessible by transportation.

The SCAG Connect SoCal RTP/SCS provides the framework for growth in the region. In accordance with the RTP/SCS, the Proposed Plan would promote development in the Plan Area by increasing housing near transit and better linking housing to transportation corridors and employment opportunities. This type of development is encouraged in the goals and land use policies of SCAG's Connect SoCal. As such, development anticipated in the Plan Area is in line with the goals and policies of SCAG's Connect SoCal RTP/SCS.

In summary, while population and housing associated with the Proposed Plan exceeds SCAG's growth forecasts for the City of Norwalk, it would be consistent with SCAG's RHNA forecast. In addition, implementation of the Proposed Plan would help the State, the SCAG region and City achieve its goals relating to growth, housing, and employment as the Proposed Plan would encourage sustainable development and transit-oriented planning. The Proposed Plan is also in line with State policies for housing, air quality, and sustainability, as well as other adopted housing growth policies. Lastly, the population, housing growth under the Proposed Plan would be in line with the goals and policies of the City's Housing Element, as described above. For these reasons, impacts to population, housing, and employment growth would be less than significant.

Significance before Mitigation

This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance after Mitigation

Less than significant.

Impact POP-2 **Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.**

A primary objective of the Proposed Plan is to facilitate the addition of residential development in a predominately underutilized commercial area. As part of the Plan, an existing trailer park would be rezoned to allow new non mobile home uses on the site. The result of this rezoning could be the loss of up to three affordable housing units. However, the mobile home park is not identified as an opportunity site meaning there are no immediate plans for redevelopment of the site. The loss of affordable housing would necessitate replacement housing. However, the Proposed Plan would permit up to 3,087 units of new residential development. Additionally, the Proposed Plan includes provisions to increase affordable housing through incentives, as such, many of the units to be built would be affordable units allowing for sufficient replacement housing within the Plan Area. Outside of the mobile home park the Plan includes land use and zone changes specifically within predominantly commercial and light industrial areas along major corridors and would preserve the existing low-density neighborhoods and their character, and no changes are proposed for the single-family residential areas or multi-family residential areas east of Firestone Boulevard from Sproul Street and Funston Avenue and west of Pioneer Boulevard between Angell Street and Brimley Street.

Therefore, impacts related to displacement would be less than significant.

Significance before Mitigation

This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance after Mitigation

Less than significant.

3.9.5 CUMULATIVE IMPACTS

As discussed in **Chapter 2.0, Project Description**, the Proposed Plan would accommodate up to 3,087 residential units, and increase the population by 10,959 persons. The Proposed Plan would also result in a total decrease in 347,068 square feet of non-residential uses. While the Proposed Plan and other developments would increase the intensity of population and housing in Norwalk beyond the anticipated growth identified in the *Norwalk General Plan* and Connect SoCal RTP/SCS, the development would be consistent with overall goals and policies of the *General Plan*, 2021-2029 Housing Element, and Connect SoCal RTP/SCS to focus growth and investment near job centers. In addition, the growth in housing units would help the City make progress toward the goals of the RHNA and support the significant housing needs of the Los Angeles region. Any future developments proposed within the Plan Area and the City would need to be reviewed on a case-by-case basis for compliance with the City's *General Plan*, Housing Element, SCAG Connect SoCal RTP/SCS, and any other relevant governing policies or plans. Therefore, the project-specific impacts associated with population and housing would be less than significant. Potential impacts would not be cumulatively considerable.

3.9.6 REFERENCES

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3.10 PUBLIC SERVICES AND RECREATION

INTRODUCTION

This section describes the existing public services within the City, identifies the regulatory framework with respect to regulations that addresses public resources, and evaluates the significance of the potential changes to public resources that could result from implementation of the Proposed Plan. In addition, to reduce impacts, mitigation measures are included when applicable. The public services evaluated in this section include Fire Services, Police Services, Educational Facilities, Library Services, and Recreational Services.

3.10.1 FIRE PROTECTION

3.10.1.1 Environmental Setting

Los Angeles County Fire Department (LACFD) is responsible for providing fire protection and life safety services to residents in all unincorporated areas of Los Angeles County and 59 cities, including the City of Norwalk.[1] LACFD services include firefighting, emergency medical services, fire prevention, hazardous materials, urban search and rescue, air and wildland, lifeguarding, emergency preparedness, and public education. LACFD has 175 fire stations, 288 engine companies, 113 paramedic units, and 10 helicopters. LACFD also has specialized resources, including four hazardous material squads, six swift water rescue units, two urban search and rescue squads, and two fire boats.[2] In 2021, LACFD had 4,953 personnel, and responded to 10,781 fire incidents, 331,434 emergency medical responses, and 107,149 other incidents.[3] There are two fire stations located within the City of Norwalk. Fire Station 20, located at 12110 E. Adoree Street is the closest fire station and is located adjacent to the Plan Area, north of I-5. According to the LACFD, Fire Station 20 includes a four-person engine, a two-person squad car, and a four-person quint. Fire Station 20's typical daily staffing consists of two captains, two firefighter specialists, four firefighters, and two firefighter-paramedics. The next closest station, Fire Station 115, is located at 11317 Alondra Boulevard, approximately 1.3 miles southwest of the Plan Area. **Figure 3.10-1, Fire Stations Serving the Plan Area,** illustrates the location of these stations relative to the City and the Plan Area.

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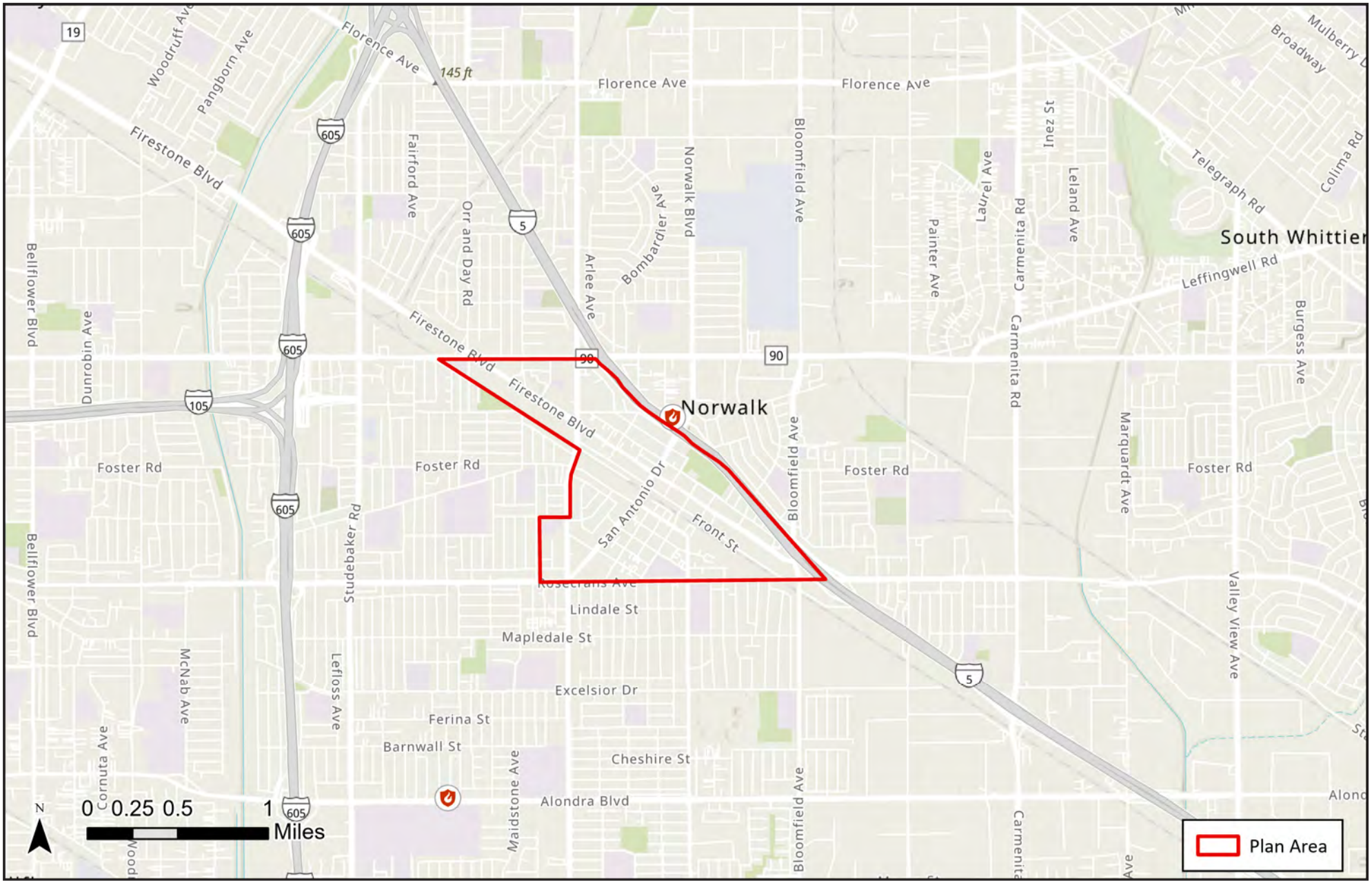
1 LACFD, *2017-2021 Strategic Plan,* Revised June 21, 2018. Available online at: https://fire.lacounty.gov/wp-content/uploads/2019/09/LACoFD-Strategic-Plan-2017-2021.pdf, accessed November 27, 2023.

2 LACFD, *2023 Statistical Summary,* Available online at: https://fire.lacounty.gov/wp-content/uploads/2024/02/2023-Statistical-Summary_022024.pdf, accessed August 13, 2024.

3 *Ibid.*



SOURCE: Esri, 2024

FIGURE **3.10-1**

IMPACT SCIENCES

Fire Stations Serving the Plan Area

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3.10.1.2 Regulatory Framework

Federal

Federal Emergency Management Act (FEMA)

In March 2003, the Federal Emergency Management Agency (FEMA) became part of the U.S. Department of Homeland Security. FEMA's continuing mission within the new department is to lead the effort to prepare the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration

Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 (42 U.S.C. § 5121 note) was signed into law to amend the Robert T. Stafford Disaster Relief Act of 1988 (42 U.S.C. §5121-5207). Among other things, this new legislation reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide and is aimed primarily at the control and streamlining of the administration of federal disaster relief and programs to promote mitigation activities. Some of the major provisions of the Act include:

- funding pre-disaster mitigation activities;
- developing experimental multi-hazard maps to better understand risk;
- establishing state and local government infrastructure mitigation planning requirements;
- defining how states can assume more responsibility in managing the Hazard Mitigation Grant Program (HMGP); and
- adjusting ways in which management costs for projects are funded.

The mitigation planning provisions outlined in Section 322 of the Act establish performance-based standards for mitigation plans and requires states to have a public assistance program (Advance Infrastructure Mitigation—AIM) to develop county government plans. The consequence for counties that fail to develop an infrastructure mitigation plan is the chance of a reduced federal share of damage assistance from 75 percent to 25 percent if the damaged facility has been damaged on more than one occasion in the preceding ten-year period by the same type of event.

State

California Fire Code

Title 24, Part 9 of the California Code of Regulations (CCR) is the California Fire Code. Title 24, Part 9 of the CCR sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. The 2019 California Fire Code is the incorporation of the 2018 International Fire Code of the International Code Council with necessary California amendments. Development under the Proposed Plan would be subject to applicable regulations of the California Fire Code.

Title 8 California Code of Regulations Sections 1270 and 6773

In accordance with C.C.R., Title 8 Sections 1270 "Fire Prevention" and 6773 "Fire Protection and Fire Equipment," the California Occupational Safety and Health Administration (Cal OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hosing sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

Uniform Fire Code

The Uniform Fire Code (UFC) contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises.

California Health and Safety Code

State fire regulations are set forth in Sections 13000 *et seq.* of the California Health and Safety Code, which includes regulations for building standards (as set forth in the California Building Code), fire protection and notification systems, fire protection devices, and fire suppression training.

Mutual Aid Agreements (MAA)

The Emergency Managers Mutual Aid (EMMA) system is a collaborated effort between city and county emergency managers in the Office of Emergency Services (OES) in the coastal, southern, and inland regions of the state. EMMA provides service in the emergency response and recovery efforts at the Southern

Regional Emergency Operations Center (REOC), local Emergency Operations Centers (EOCs), the Disaster Field Office (DFO), and community service centers. The purpose of EMMA is to support disaster operations in affected jurisdictions by providing professional emergency management personnel. In accordance with the Master Mutual Aid Agreement, local and state emergency managers have responded in support of each other under a variety of plans and procedures.

California Code of Regulations Division 2 Section 16

The State of California passed legislation creating the California Emergency Management Agency (Cal EMA) and authorizing it to prepare a Standard Emergency Management System (SEMS) program, which sets forth measures by which a jurisdiction should handle emergency disasters. Non-compliance with SEMS could result in the State withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster.

Cal EMA serves as the lead state agency for emergency management in the State. Cal EMA coordinates the State response to major emergencies in support of local government. The primary responsibility for emergency management resides with local government. Local jurisdictions first use their own resources and, as they are exhausted, obtain more from neighboring cities and special districts, the county in which they are located, and other counties throughout the State through the statewide mutual aid system.

Assembly Bill 9

Passed in September of 2021, AB 9 establishes in the Department of Conservation the Regional Forest and Fire Capacity Program to support regional leadership to build local and regional capacity and develop, prioritize, and implement strategies and projects that create fire adapted communities and landscapes by improving ecosystem health, community wildfire preparedness, and fire resilience. The bill requires, among other things, the department, upon an appropriation by the Legislature, to provide block grants to regional entities, as defined, to develop regional strategies that develop governance structures, identify wildfire risks, foster collaboration, and prioritize and implement projects within the region to achieve the goals of the program. The bill also requires the department, upon an appropriation by the Legislature, to provide block grants to eligible coordinating organizations, as defined, to support the statewide implementation of the program through coordination of and technical assistance to regional entities, as well as to support forest health and resilience efforts across regions and throughout the state. Finally, the

bill requires the department to publish and update information on program implementation, as specified, on its website.[4]

Local

City of Norwalk Municipal Code

The following provisions from the Norwalk Municipal Code (NMC) focus on fire service impacts associated with the development of new projects and are relevant to the Proposed Plan:

- **Chapter 15.08 (Fire Code):** The Norwalk City Council adopts and incorporates by reference into the NMC the 2019 CFC. The CFC sets forth requirements including emergency access, emergency egress routes, interior and exterior design and materials, fire safety features including sprinklers, and hazardous materials.

City of Norwalk General Plan

The State of California requires every county and city to adopt a General Plan, which must contain a Safety Element. The following policies included in the City's Safety Element of the General Plan guide the City in reducing the risk of fire to life and property:

- **Safety Element Goal: To ensure the availability and effective response of emergency services**.
  - **Policy:** Consult with the County of Los Angeles Sheriff's Department and Fire Department or any other emergency response agency during the review of development projects or land use entitlement applications.

3.10.1.3 Impacts and Mitigation Measures

Thresholds of Significance

The following thresholds for determining the significance of impacts related to fire protection services are contained in the environmental checklist form contained in Appendix G of the most recent update of the *State CEQA Guidelines*. Adoption and/or implementation of the Proposed Plan could result in significant impacts due to the use of fire protection services, if any of the following would occur:

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4 California State Legislature, *Assembly Bill No. 9*, September 24, 2021. Available online at: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220AB9, accessed on November 29, 2023.

- Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection.

Methodology

The need for, or deficiency in, adequate fire and emergency response services in and of itself is not a CEQA impact, but a social or economic impact. (*City of Hayward v. B'd of Trustees* (2015) 242 Cal.App. 4th 833, 843.) To the extent that the Proposed Plan causes a need for additional fire and emergency response services that result in the construction of new facilities or additions to existing facilities and the impact from that construction results in a potential impact to the environment, that is a CEQA impact that needs to be assessed in this EIR. Any discussion in this EIR that relates solely to the level of fire and life safety services provided to the residents or users within the Plan Area and its surrounding community, including any existing or future needs and deficiencies, is for informational purposes only. The ultimate determination of whether there is a significant impact related to fire and emergency response services is based on whether a significant impact will result from the construction of new or expanded fire and emergency response facilities.

3.10.1.4 Environmental Impacts

Impact PS-1 **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?**

Development associated with the Proposed Plan would increase the City's population and, therefore, increase demand for fire protection services. The addition of 3,087 housing units anticipated with the implementation of the Proposed Plan could result in approximately 10,959 additional residents by 2040. Development under the Plan is expected to result in a combined decrease of approximately 347,068 square feet of commercial, industrial, and institutional uses, as parcels in these non-residentially zoned areas are rezoned for residential use. As a result, there is expected to be a loss of approximately 1,149 jobs in the Plan Area. However, consistent with the goals of the Proposed Plan, the proximity of housing to commercial centers would encourage complete neighborhoods where jobs and services are close to where people live.

Construction

Implementation of the Proposed Plan would facilitate new residential and non-residential development in the Plan Area. Construction activities associated with the future implementation of the Proposed Plan have the potential to increase fire hazards. These activities could require large amounts of flammable construction materials (including wood framing) and the installation of electrical, plumbing, and mechanical systems. Although rare, fires do occur at construction sites, thus, all future projects would be subject to LACFD codes and inspection by fire personnel. In addition, all future projects would be subject to City requirements relative to water availability and accessibility to firefighting equipment, as well as compliance with City, County, and state fire protection regulations. Construction activities could also result in traffic delays in the Plan Area and increase emergency response times and the potential for vehicle traffic accidents.

Per Chapters 15.08 (Fire Code) and 15.04 (Building Code) of the City's Municipal Code, future development projects associated with the Proposed Plan would be required to comply with the California Fire Code and California Building Code. All future development under the Proposed Plan would need to undergo review and approval by the City of Norwalk's Building & Safety Division or Engineering Division, as applicable, to receive permits for construction and operation. The development review process would ensure that future development projects would comply with the Los Angeles County Fire Code (Title 32 of the Los Angeles County Code). Pursuant to the County's Fire Prevention Fees, individual projects would be required to pay all necessary fees to offset impacts on fire prevention and life safety services. Revenue generated from the Fire Prevention Fee Program, as well as a percentage of property taxes would go towards improvement and maintenance of existing facilities, construction of new facilities, and the hiring of additional personnel as needed. Therefore, impacts to new or physically altered facilities would be less than significant.

As stated above, future development under the Proposed Plan would be evaluated and approved by the City of Norwalk's Building & Safety Division or Engineering Division and LACFD before receiving permits for construction and/or operation. The installation of fire protection systems and automatic sprinkler systems will be required prior to project approval and certification. As discussed in **Section 3.5, Hazards and Hazardous Materials**, and **Section 3.11, Transportation**, construction activities related to the implementation of the Proposed Plan is not expected to result in significant impacts to emergency services or response times. Construction activities would not result in the need for expansion of existing fire stations or construction of new fire stations due to the temporary nature of construction.

Operation

The Proposed Plan would result in future development opportunities in the Plan Area. As such, it is not possible to specify the exact location, size, or timing of future development that may contribute to an increase in the need for staff and/or facilities. As discussed above, with implementation of the Proposed Plan, the number of residents in the Plan Area is projected to grow by approximately 10,959 residents.

Implementation of the Proposed Plan would likely increase emergency calls and demand for fire protection services. As residential population increases in the Plan Area, the City would continue to monitor fire protection resources to ensure adequate facilities, staffing, and equipment is available. As future development projects are contemplated, they would be required to comply with all City and County codes and regulations regarding access requirements for commercial and residential areas and design standards for fire prevention (e.g., emergency plans and evacuation routes).

The ability of Emergency Medical Services (EMS) and fire protection services to respond to calls in a timely manner depends primarily on the distance of the station to the incident and the speed at which the emergency vehicles are able to navigate intervening roadways. While growth anticipated under the Proposed Plan would result in higher overall traffic volumes in the Plan Area, this would not impede emergency response, since California State law requires that drivers yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicles have passed. Therefore, EMS and fire protection services response times generally would not change substantially as the population of the Plan Area increases.

The California Fire Code includes requirements related to fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings in the Plan Area. The California Fire Code contains specialized technical regulations related to fire and life safety. All new buildings proposed under the Proposed Plan would be designed to meet minimum fire and emergency safety requirements identified in the California Building Code and California Fire Code and would include appropriate fire safety measures and equipment, including but not limited to, use of fire retardant building materials, inclusion of emergency water infrastructure (fire hydrants and sprinkler systems), installation of smoke detectors and fire extinguishers, emergency response notification systems and provision of adequate emergency access ways for emergency vehicles.

Although there are no current plans to construct a new fire station or expand existing fire stations, and the City does not foresee that new fire stations will be needed, it is possible that providing fire services to

increased population in the Plan Area may result in the need for new or expanded fire facilities over the 20-year horizon. Implementation of the Proposed Plan is anticipated to result in population growth of 10,959 residents by 2040. These increases would take place over time, and the totals are not anticipated to be reached until 2040 or beyond. The Proposed Plan does not constitute a commitment to any project-specific construction.

For CEQA purposes, the determination of impacts is not based on response times themselves, but response times can be one indication of a need for new facilities that should be considered by the City. If new facilities are needed, the primary concern is if the construction of those facilities would have a significant effect on the environment.

Construction of new fire stations or expansion of an existing fire station to serve the Plan Area would occur in an urban area and would be limited in size. Any new facility would also be required to comply with applicable federal, State, and local regulations and policies discussed in this EIR, such as NPDES permit requirements, the City's Noise Ordinance, and the California Building Code, including CALGreen requirements.

Potential environmental impacts of construction and operation of any new facility, as an allowed land use, have been evaluated throughout this EIR. Construction and operational impacts to air, noise, traffic, as well as other impacts of new developments are discussed throughout this EIR, and they would not be any different for a fire station. It is not foreseeable that impacts from building any other station in the Plan Area would have greater or different impacts than those identified in this EIR for construction or operations. Similar to other types of development, the construction of new or expanded fire protection facilities could contribute to construction noise impacts identified in **Section 4.11, Noise and Vibration**, of this EIR and would be subject to applicable mitigation measures.

In addition, should new facilities be needed, such facilities would be located on parcels that are infill opportunities on lots approximately less than five acres in size. For reference, the Los Angeles Bureau of Engineering (BOE) determined that the typical standard fire/paramedic station would consist of a 15,250-square foot building on a parcel that is approximately one acre. Based on the urban location and the relatively small size of typical facilities, the construction of a new fire facility or expansion of an existing facility would likely qualify for an infill exemption or result in less than significant impacts with standard compliance measures and design features. To the extent that any significant impacts could result from the unique characteristics of a specific site, those impacts would be speculative at this time. Therefore, impacts related to the need for new or expanded fire facilities would be less than significant.

Significance Before Mitigation

This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

3.10.1.5 Cumulative Impacts

Implementation of the Proposed Plan and related projects ongoing and planned in the City, would increase the demand for fire protection services in the City. The City would continue to monitor impacts to fire services and facilities and review each future development project on a project-by-project basis to determine the need for additional resources. Increased sales tax revenues from leased commercial spaces on the ground floor of future developments and property taxes from the related projects could be used to fund increases in staffing and equipment. Furthermore, all cumulative development projects would be required to submit site design plans to the City and LACFD during the planning and building permit check process. In conformance with standard City and County procedures, these plans shall be reviewed by the Building and Engineering Divisions with respect to access and building design. Incorporation of such reviews would avoid any significant cumulative impacts to fire resources and services. The potential for new fire facility construction is speculative at the present time and is, therefore, not analyzed in this document. It is assumed that if new facilities are determined to be necessary at some point in the future, such facilities would occur where allowed under the designated land use. Therefore, the incremental effect of the Proposed Plan with respect to fire protection would not be cumulatively considerable.

3.10.2 LAW ENFORCEMENT SERVICES

3.10.2.1 Environmental Setting

The Plan Area is served by the Los Angeles County Sheriff's Department (LASD). The Norwalk Sheriff's Station is located at 12335 Civic Center Drive, 1,000 feet north of the northern boundary of the Plan Area. The Norwalk Sheriff's Station serves the cities of Norwalk and La Mirada, and the south and eastern portions of unincorporated Whittier.[5] According to LASD, the Norwalk Station service area includes

[5] Los Angeles County Sheriff's Department, "LASD Homepage." Available online at: https://lasd.org/norwalk/, accessed November 27, 2023.

approximately 220,000 people. Presently, the station is staffed with 165 sworn personnel and 37 professional staff, including 56 patrol cars and two motorcycles. **Figure 3.10-2, Norwalk Sheriff's Department,** shows the location of the sheriff's station in proximity to the Plan Area.

3.10.2.2 Regulatory Framework

State

All law enforcement agencies within the State of California are organized and operate in accordance with the applicable provisions of the California Penal Code. This code sets forth the authority, rules of conduct, and training for peace officers. Under State law, all sworn municipal and County officers are State peace officers.

Local

Measure P Sales Tax

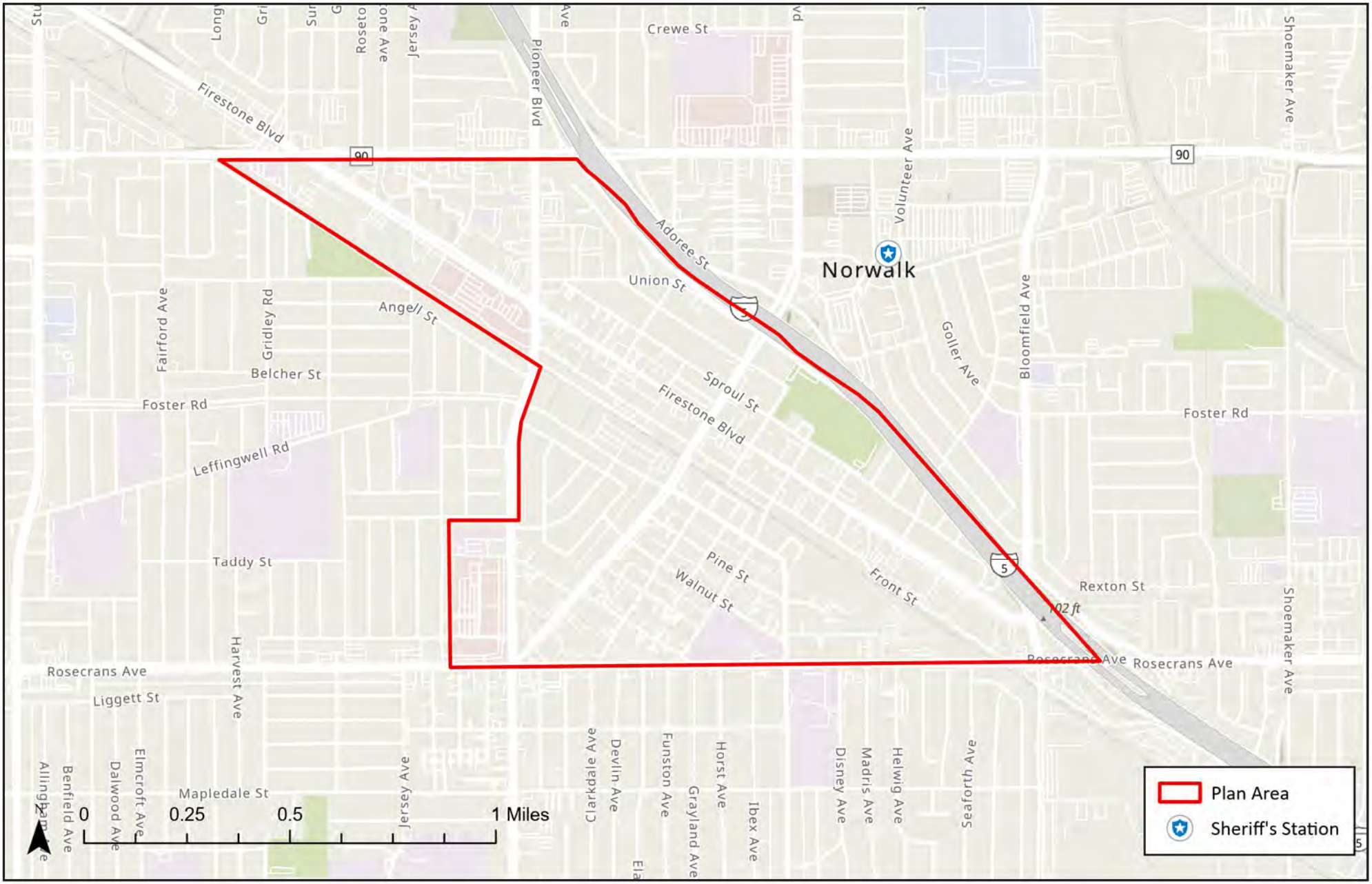
In 2020, voters approved Measure P, also known as the Norwalk Essential Services and Public Safety Measure which is a three-quarter-cent local sales tax. Money generated from the sales tax goes to the City's general fund, which the City Council uses to support all City services, including Sheriff response times and neighborhood patrols, gang prevention and youth anti-violence programs, repairs to streets and sidewalks, parks and recreation programs and facilities, and homeless prevention services, as well as expanding important emergency services like traffic and pedestrian safety.[6]

City of Norwalk General Plan

The following policies included in the City's Safety Element of the General Plan guide the City in reducing the risk of fire to life and property:

- **Safety Element Goal:** To ensure the availability and effective response of emergency services.
  - **Policy:** Consult with the County of Los Angeles Sheriff's Department and Fire Department or any other emergency response agency during the review of development projects or land use entitlement applications.

6 BallotPedia, Norwalk, California, Measure P, Sales Tax, 2020. Available online at: https://ballotpedia.org/Norwalk,_California,_Measure_P,_Sales_Tax_(March_2020)#cite_ref-quotedisclaimer_2-0, accessed July 18, 2024.



SOURCE: Esri, 2024

FIGURE **3.10-2**

IMPACT SCIENCES

Norwalk Sheriff's Department

1335.007•04/24

3.10.2.3 Impacts and Mitigation Measures

Thresholds of Significance

The following thresholds for determining the significance of impacts related to police services are contained in the environmental checklist form contained in Appendix G of the most recent update of the *CEQA Guidelines*. Adoption and/or implementation of the Proposed Plan could result in significant impacts related to police services, if any of the following would occur:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection.

Methodology

The need for or deficiency in adequate police services in and of itself is not a CEQA impact, but a social or economic impact. (*City of Hayward v. B'd of Trustees* (2015) 242 Cal.App. 4th 833, 843). To the extent that the Proposed Plan causes a need for additional police services and that results in the construction of new facilities or additions to existing facilities and the impact from that construction results in a potential impact to the environment which is a CEQA impact that needs to be assessed in this EIR. Any discussion in this EIR that relates solely to the level of police protection services provided to the residents or users of the Plan Area and its surrounding community, including any existing or future needs and deficiencies, is for informational purposes only. The ultimate determination of whether there is a significant impact related to police protection services is based on whether a significant impact will result from the construction of new or expanded police facilities.

Police protection service needs are dependent on the size of the service population and the geographic area served, the number and types of calls for service, and the characteristics of a project and its surrounding community. Impacts on police protection services are considered significant if the demand for services exceeds the capacity of existing facilities, or if a station area is located outside of specified distances from a Plan Area.

To the extent that the Proposed Plan results in the need for new police services that would cause the need for new or altered police facilities, the analysis below evaluates the potential need for new facilities and associated potential impacts from the construction of new police protection facilities or the expansion of existing police protection facilities if they could be required. Police protection impacts are also evaluated

for the Proposed Plan within the context of applicable local policies and codes described in the Regulatory Framework.

This discussion of impacts to police protection services addresses impacts for the Plan Area.

3.10.2.4 Environmental Impacts

Impact PS-2 **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?**

Construction

The Proposed Plan would allow for increased development potential in the Plan Area but would not constitute a commitment to any project-specific construction. Site development and construction would not normally require services from the Sheriff's Department except in the cases of trespassing, theft, or vandalism. Such activities at a construction site occur, but do not typically place undue demands on law enforcement services. Construction activity would increase traffic both on and adjacent to the Plan Area during working hours because commuting construction workers, trucks, and other large construction vehicles would be added to normal traffic during the buildout period. Slow-moving, construction-related traffic along local roadways may reduce optimal traffic flows and could conceivably delay emergency vehicles or contribute to a vehicle accident. However, this potential is considered less than significant given the periodic and temporary nature of construction-related traffic. Implementation of standard construction traffic control procedures, such as the use of flagmen, and signage showing traffic detour plans, haul routes, hours of operation, protective devices, warning signs, and access to abutting properties would further reduce any potential impact. Construction activities for anticipated development would not result in the need for expansion of existing police facilities or construction of new police facilities due to the temporary nature of construction.

Operation

The Norwalk Sheriff's Station is responsible for providing police protection services to the Plan Area. A significant impact may occur if the Norwalk Sheriff's Station could not adequately serve the Plan Area, necessitating a new or physically altered station.

The Proposed Plan would include zone changes that would increase the development potential in the Plan Area. Future development associated with the Proposed Plan is expected to generate approximately 10,959 new residents**.** An increase in population could increase demand for police protection services. However, future development associated with the Proposed Plan is not anticipated to directly or indirectly induce substantial unplanned population growth, and the increase in resident population would be somewhat offset by the decrease in non-residential uses which are expected to decline over the Plan horizon.

A larger population could increase demand for police services by increasing the opportunities for crime, though an increase in residential density would not necessarily result in a directly proportional increase in crime. An area's crime rate is influenced by many factors, such as police presence, implementation of crime prevention measures, presence of abandoned, poorly lit or low-visibility areas, and socioeconomic factors. To ensure that necessary police services, facilities, and equipment are provided for the public safety needs of all neighborhoods, demand for existing and projected police services and facilities is monitored and forecasted by the Los Angeles County Sheriff's Department in order to maintain standards. Accordingly, as development occurs over time, police protection service levels would continue to be evaluated and maintained by the Norwalk Sheriff's Department in accordance with existing policies, procedures and practices. Future individual developments in the Plan Area would be required to incorporate design features to deter crime. Each individual development project in the Plan Area would be required to have adequate exterior lighting security and visibility, particularly along walkways, driveways, and within outdoor surface parking spaces. Further, the purpose of the Plan is to replace underutilized parcels with vibrant activated corridors which could reduce the potential for crime.

The City does not acknowledge a need for additional police facilities, and there are no planned police facilities to be constructed in the Plan Area at this time. The City's Safety Element recommends a consultation with the Sheriff's Department during review of development projects or land use entitlement applications; however, there is no indication that the City is lacking police protection facilities.[7] However, the potential for construction or expansion of police facilities over the Proposed Plan horizon may be possible. Such facilities would more likely be small neighborhood facilities and could be accommodated in existing buildings or small new structures. New facilities would be required to comply with applicable federal, State, and local regulations and policies discussed in this EIR, such as NPDES permit requirements, the City's Noise Ordinance, and the California Building Code, including CALGreen requirements. Construction of such development would likely not result in new

7 City of Norwalk, *City of Norwalk General Plan, Safety Element*. 1996. Available online at: https://www.norwalk.org/home/showpublisheddocument/20045/636561304616800000, accessed August 21, 2024.

significant impacts and would likely qualify for infill exemptions. To the extent there are site specific conditions that would result in impacts, such impacts would be speculative at this time. To the extent construction would result in any impacts those would not be different from other infill development analyzed throughout the EIR. Therefore, impacts related to the need for new or expanded police protection facilities would be less than significant.

Significance Before Mitigation

This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

3.10.2.5 Cumulative Impacts

Future needs for police protection are reviewed regularly, including during the budgeting process. As described above, cumulative development projects within the City, including the Plan Area, would be subject to review upon project submittal of the development application and may be required to provide security features, such as security cameras, private security services, and/or on-site police drop-in facilities that reduce the demand for police service.

The Proposed Plan and other planned and approved developments throughout the City would cumulatively increase the need for services from the sheriff's department. Cumulative projects outside of the Plan Area would also increase the need for police services and would require additional police staffing. Similar to potential future development under the Proposed Plan, development projects located in other areas of the City would be required to submit site designs and comply with City regulations. As discussed, there are no planned facilities at this time. However, the potential for construction or expansion of new facilities over the Proposed Plan horizon due to increased growth in the Plan Area and surrounding areas is possible. Such facilities would more likely be small neighborhood facilities and could be accommodated in existing buildings or small new structures. Construction of such development would likely not result in new significant impacts and would likely qualify for infill exemptions. To the extent there are site specific conditions that would result in impacts, such impacts would be speculative at this time. Based on the above information, implementation of the Proposed Plan and other related projects would not result in cumulatively considerable impacts resulting in the need for new or expanded police facilities.

3.10.3 PUBLIC SCHOOLS

3.10.3.1 Environmental Setting

The Norwalk La Mirada Unified School District (NLMUSD) provides pre-kindergarten to 12th grade schooling for the Norwalk and La Mirada area. Presently, the NLMUSD includes 19 elementary schools, five high schools, one preschool, and two adult learning facilities. The Plan Area would be served by the following public schools: Thomas B. Moffitt Elementary School, Morrison Elementary School, Nettie L. Waite Middle School, and Norwalk High School (please see **Figure 3.10-3, Public Schools Serving the Plan Area**).

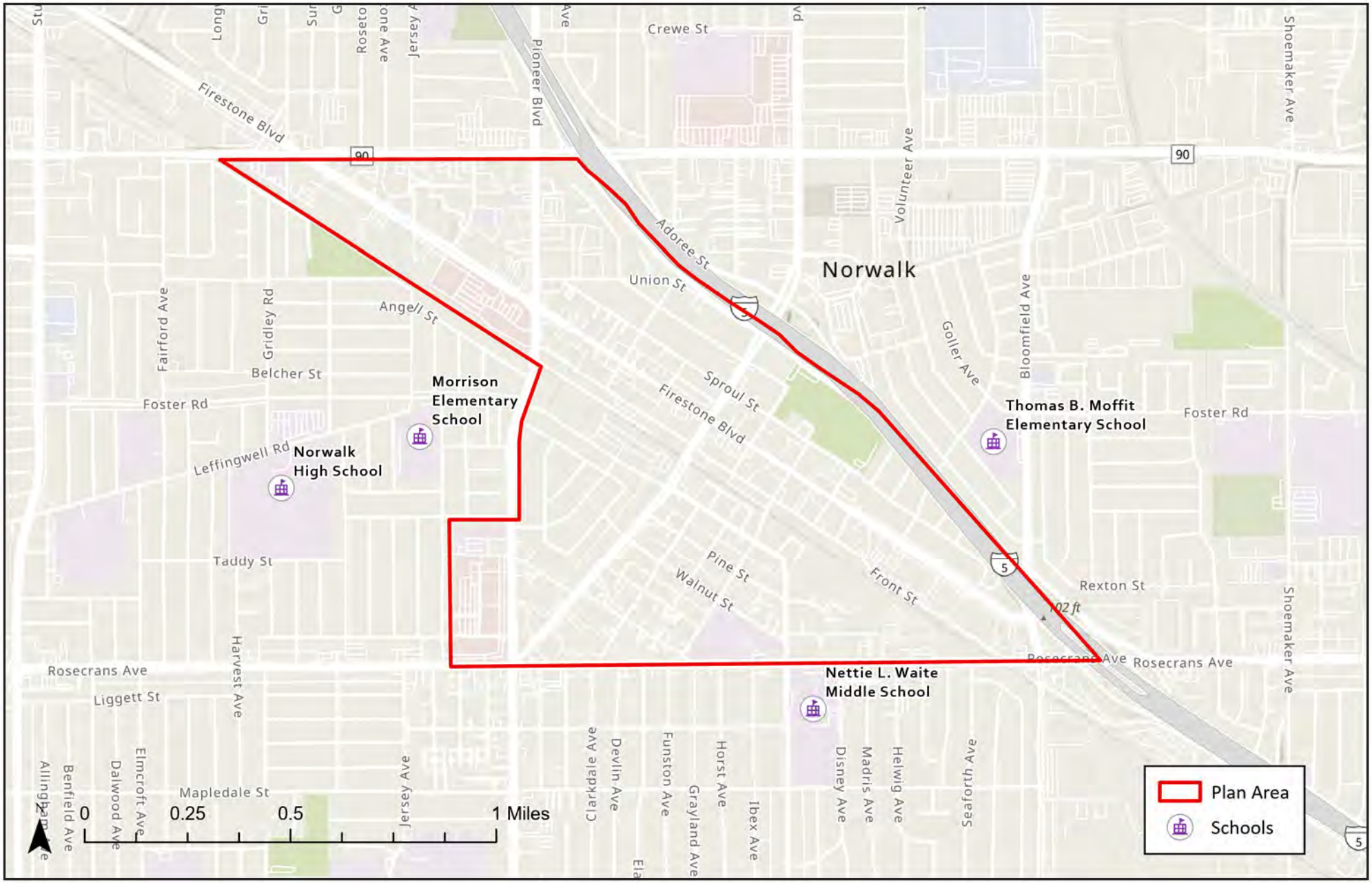
As shown in **Table 3.10-1, Student Enrollment for Public Schools Servicing the Plan Area,** below, the NLMUSD has experienced a steady decline in student enrollment over the last five years, from 19,370 students in 2013/2014 to approximately 15,406 students in 2022/2023.[8]

Table 3.10-1
Student Enrollment for Public Schools Serving the Plan Area

	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	Average Enrollment
Norwalk La Mirada Unified School District	19,370	18,960	18,704	18,374	17,890	17,387	16,930	16,209	15,582	15,406	17,481
Paddison Elementary School	426	414	405	435	431	411	401	368	330	317	394
William Orr Elementary School	362	381	381	382	393	399	383	385	361	360	379
Thomas B. Moffit Elementary School	502	469	458	465	444	409	418	388	569	557	468
Nettie L. Waite Middle School	706	697	672	658	590	567	540	527	565	568	609
Morrison Elementary School	760	789	795	794	750	714	668	425	637	582	691
Norwalk High School	2,034	1,989	2,002	2,076	2,085	2,011	2,025	1,964	2,018	2,038	2,024

Source: CDE 2022.

8 California Department of Education, "Data Quest." Available online at: https://dq.cde.ca.gov/dataquest/dataquest.asp, Accessed November 27, 2023.



SOURCE: Esri, 2024

FIGURE **3.10-3**

IMPACT SCIENCES

Public Schools Serving the Plan Area

As discussed in the **Regulatory Framework** section, the School Facilities Act (Government Code Section 65995) was enacted to allow school districts to assess developer fees to help cover the cost of constructing or reconstructing school facilities necessary to accommodate increases in student population. The School Facilities Act limits the amount that local agencies could require of developers to mitigate the impact of development on school facilities. Developer fees within NLMUSD are collected by the Developer Fee Program Office (DFPO). Current developer fees are calculated at the rate of $4.08 per square foot of assessable space for residential construction, $0.526 for retail and services, and $0.633 for industrial/warehouse development.[9]

3.10.3.2 Regulatory Framework

State

California Government Code Section 65995

California Government Code Section 65995 is found in Title 7, Chapter 4.9 of the California Government Code. California Government Code Section 65995 authorizes school districts to collect impact fees from developers of new residential and commercial/industrial building space. Senate Bill 50 (SB 50) amended Government Code Section 65995 in 1998. Under the provisions of SB 50 schools can collect fees to offset costs associated with increasing school capacity as a result of development. The local school districts determine fees in accordance with California Government Code Section 65995 which can be adjusted every two years. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other State or local laws.

California Education Code

School facilities and services are subject to the rules and regulations of the California Education Code and governance of the State Board of Education (SBE). The SBE is the 11-member governing and policymaking body of the California Department of Education (CDE) that sets K–12 education policy in the areas of standards, instructional materials, assessment, and accountability. The CDE and the State Superintendent of Public Instruction are responsible for enforcing education law and regulations; and for continuing to reform and improve public elementary school, secondary school, and childcare programs, as well as adult education and some preschool programs. The CDE's mission is to provide leadership, assistance, oversight,

9 Norwalk La Mirada Unified School District, "Developer Fee Collection (Statutory Fee Collection)." Available online at: 200403-61c9443a-df99-4bf9-9207-a53a69540b97.pdf (edl.io), accessed on November 27, 2023.

and resources so that every Californian has access to an education that meets world-class standards. The core purpose of the CDE is to lead and support the continuous improvement of student achievement, with a specific focus on closing achievement gaps.

California Department of Education

The CDE is the government agency responsible for public education throughout the state. The department oversees funding and student testing and achievement levels for all state schools. A sector of the CDE, the California State Board of Education is the governing and policy making sector responsible for education policies regarding standards, instructional materials, assessment, and accountability.

Class Size Reduction Kindergarten-University Public Education Facilities Bond Act of 1998

Proposition 1A, the Class Size Reduction Kindergarten-University Public Education Facilities Bond Act of 1998 (Ed. Code, §§ 100400–100405) is a school construction funding measure that was approved by the voters on the November 3, 1998, ballot. The Act created the School Facility Program where eligible school districts may obtain state bond funds.

Local

City of Norwalk General Plan

The following policies are related to school services relevant to the Proposed Plan:

- **Educational and Cultural Resources Element**
  - **Policy**: Coordinate with the Norwalk La Mirada Unified School District, Little Lake Unified School District, Whittier Union High School, and ABC Unified School District to ensure quality educational service and facilities are provided for the children of Norwalk residents.

3.10.3.3 Impacts and Mitigation Measures

Thresholds of Significance

The following thresholds for determining the significance of impacts related to schools are contained in the environmental checklist form contained in Appendix G of the most recent update of the *State CEQA Guidelines*. Adoption and/or implementation of the Proposed Plan could result in significant impacts related to schools, if any of the following would occur:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered schools, need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools.

Methodology

In *Goleta Union Sch. Dist. v Regents of Univ. of Cal.* (1995) 37 CA 4th 1025, the court held that school overcrowding is a social impact and does not require analysis in an EIR and mitigation, unless the overcrowding is linked to physical environmental effects (such as new school construction).

However, the law is somewhat unclear on how to analyze impacts from school facilities. The treatise, CEB, Practice under CEQA, provides the following discussion on impacts to schools:

> *State and local agencies may not deny either legislative or adjudicative approvals on the basis of a refusal to pay fees in excess of those limits. Govt C §65995.*
>
> *The statutes also significantly limit the application of CEQA to school facilities impact issues. The fees set forth in Govt C §65996 constitute the exclusive means of both "considering" and "mitigating" school facilities impacts of projects. Govt C §5996(a).*

Because the statute states that the statutory fees are the exclusive means of considering, as well as mitigating, school impacts, it limits not only the mitigation that may be required but also the scope of impact review in the EIR and the findings for school impacts. In *Chawanakee Unified Sch. Dist. v County of Madera* (2011) 196 CA 4th 1016, the court held that because the methods in the statute are the exclusive means of "considering" impacts on schools, an EIR need not describe and analyze a development's impacts on schools.[10] Consistent with this view:

- Once the statutory fee is imposed, the impact should be determined to be mitigated because of the provision that the statutory fees constitute full and complete mitigation (Government Code Section 65995(b)); and

- It should not be necessary to adopt a statement of overriding considerations for school facilities impacts when the statutory fee is assessed, because the impact is deemed as a matter of law to be adequately mitigated (Government Code Section 65995(b)).

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10 Casetext, *Chawanakee Unified School District v. County of Madera,* 2011. Available online at: https://casetext.com/case/chawanakee-unified-sch-dist-v-cty-of-madera/?PHONE_NUMBER_GROUP=P, accessed November 27, 2023.

The Chawanakee court also ruled that the reach of the statute is limited to impacts "on" schools and does not extend to impacts on the non-school physical environment, even though they may be "related" to schools in some way. The implications of this ruling are uncertain, however, because the court did not consider the effect of *Govt C §65995*(b), which states that the statute provides full school facilities mitigation notwithstanding CEQA, or of *Govt C §65995*(c), which defines a school facility as "any school-related consideration relating to a school district's ability to accommodate enrollment."

Based on the above, and the uncertainty created by the *Chawanakee* decision related to impacts to non-school property, from the construction of school facilities, for purposes of this EIR, an impact on schools would occur if the Proposed Plan promotes growth patterns resulting in the need for and/or the provision of new or physically altered public school facilities (including charter schools), the construction of which would cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives. To the extent that future development associated with the Proposed Plan causes impacts to classroom sizes or school service impacts that results in the construction of new facilities or alterations to existing facilities and the impact from that construction results in a potential impact to the environment, that is a CEQA impact that needs to be assessed in this EIR. Any discussion in this EIR that relates solely to the level of school services provided to the residents of the Plan Area, including any existing or future needs and deficiencies, is for informational purposes only. The ultimate determination of whether there is a significant impact related to schools is based on whether a significant impact will result from the construction of new or expanded school facilities to non-school property.

The discussion of impacts to public schools addresses impacts for the entire Plan Area. Public school service needs are dependent on the size of the service population and the geographic area served. This analysis estimates the number of students that would be generated by reasonably anticipated development with the Proposed Plan using NLMUSD student generation rates and assesses whether existing and planned NLMUSD school facilities expected to serve the Plan Area would have sufficient available capacity to accommodate the students. If there would not be sufficient available capacity, the EIR will consider whether new school facilities will be needed and if foreseeable, whether the construction of the school facilities will result in a significant impact.

3.10.3.4 Environmental Impacts

Impact PS-3 **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which could cause**

significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives of the school district?

Construction

Construction activities associated with implementation of the Proposed Plan would not impact NLMUSD school facilities as construction activities would not directly increase the student population. Thus, no impacts to the existing educational facilities would occur.

Operation

The Plan Area is located within the boundaries of the NLMUSD. A significant impact would occur if the Proposed Plan would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the schools in the area. The Proposed Plan is anticipated to result in a net increase of 3,087 residential units, or approximately 10,959 persons by 2040, which has the potential to increase enrollment at schools that serve the Plan Area.

It is reasonable to assume that a portion of the 10,959 residents would include school aged children. The student generation factor identifies the number of students per housing unit and provides a link between residential construction projects and projections of enrollment. Student generation factors for the addition of 3,087 residential units would result in an additional 743 elementary school students at 0.2407 student per household, 384 middle school students at 0.1245 student per household, and 509 high school students at 0.1648 student per household, a total of 1,636 students.[11] According to the NLMUSD's Development School Fee Justification Study, the School District's facilities capacity exceeds student enrollment at the elementary and high school levels while school enrollment exceeds facilities capacity at the middle school level in school year 2020/2021.[12] Future development associated with the Proposed Plan would occur over a 16 year period; thus, the projected student growth would be gradual. Further, as demonstrated in **Table 3.10-1** enrollments are declining overall at NLMUSD schools. As students may attend any NLMUSD school with available capacity, the projected number of students would not result in NLMUSD schools operating above design capacity, and thus Plan related impacts would be less than significant.

Further, development of individual projects associated with the Proposed Plan would be subject to California Government Code Section 65995, which would allow NLMUSD to collect impact fees from

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11 Norwalk La Mirada Unified School District, *Residential and Commercial/Industrial Development School Fee Justification Study*, April 2021. Available online at: https://resources.finalsite.net/images/v1713570595/nlmusdorg/iv8xzrg0q6wyk1vkgfwm/210407-CooperativeStrategies-ResidentialCommericalIndustrialDevelopmentSchoolFeeJustificationStudy.pdf, accessed on July 18, 2024.

12 *Ibid.*

developers of new residential and commercial space. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the Proposed Plan would result in a less than significant impact to public schools.

Significance Before Mitigation

This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

3.10.3.5 Cumulative Impacts

The Proposed Plan along with cumulative projects in the surrounding area would increase student enrollment possibly causing the need for new or expanded facilities, the construction of which could result in significant adverse impacts. However, such impacts would be dependent on site-specific conditions that are too speculative to determine without site-specific information. The payment of school fees in compliance with the California Government Code Section 65995 is considered full mitigation for school impacts; therefore, the cumulative impact of past, present, and future development would be less than significant. Appropriate school fees would be paid for future development. NLMUSD's Facilities Planning and Construction Division monitors growth and school capacity and determines future school needs. Depending on the location of new schools, if they are determined to be needed, construction and operational impacts (such as traffic, noise, and lighting) could occur and would be generally consistent with other allowed development analyzed in this EIR. However, impacts related to specific locations would be speculative at this time. Therefore, the Proposed Plan would not make a cumulatively considerable contribution to impacts related to school capacity and new school construction. Impacts would be less than significant.

3.10.4 LIBRARIES

3.10.4.1 Environmental Setting

The Los Angeles County Library (LACL) is funded under the jurisdiction of the County Board of Supervisors, which is a 20-member Library Commission that acts as an advisory board to the LACL. The LACL is financed primarily by a dedicated share of property tax from the service area, with other revenues including a general fund contribution, a parcel tax, grants, and fees. The LACL includes 85 regional and community libraries, one institutional library, and three bookmobiles, and serves a population of 3,338,382.[13] The LACL provides library services for the City of Norwalk. The closest library to the Plan Area is the Norwalk Library, located at 12350 Imperial Highway, approximately 0.4 miles northeast of the Plan Area. Two other libraries would serve the Plan Area; these include the Alonda Library located at 11949 Alondra Boulevard in Norwalk, approximately 1 mile south of the Plan Area; and the South Whittier Library located at 11543 Colima Road in Whittier, approximately 2.9 miles east of the Plan Area. See **Figure 3.10-4, Public Libraries Serving the Plan Area.**

3.10.4.2 Regulatory Framework

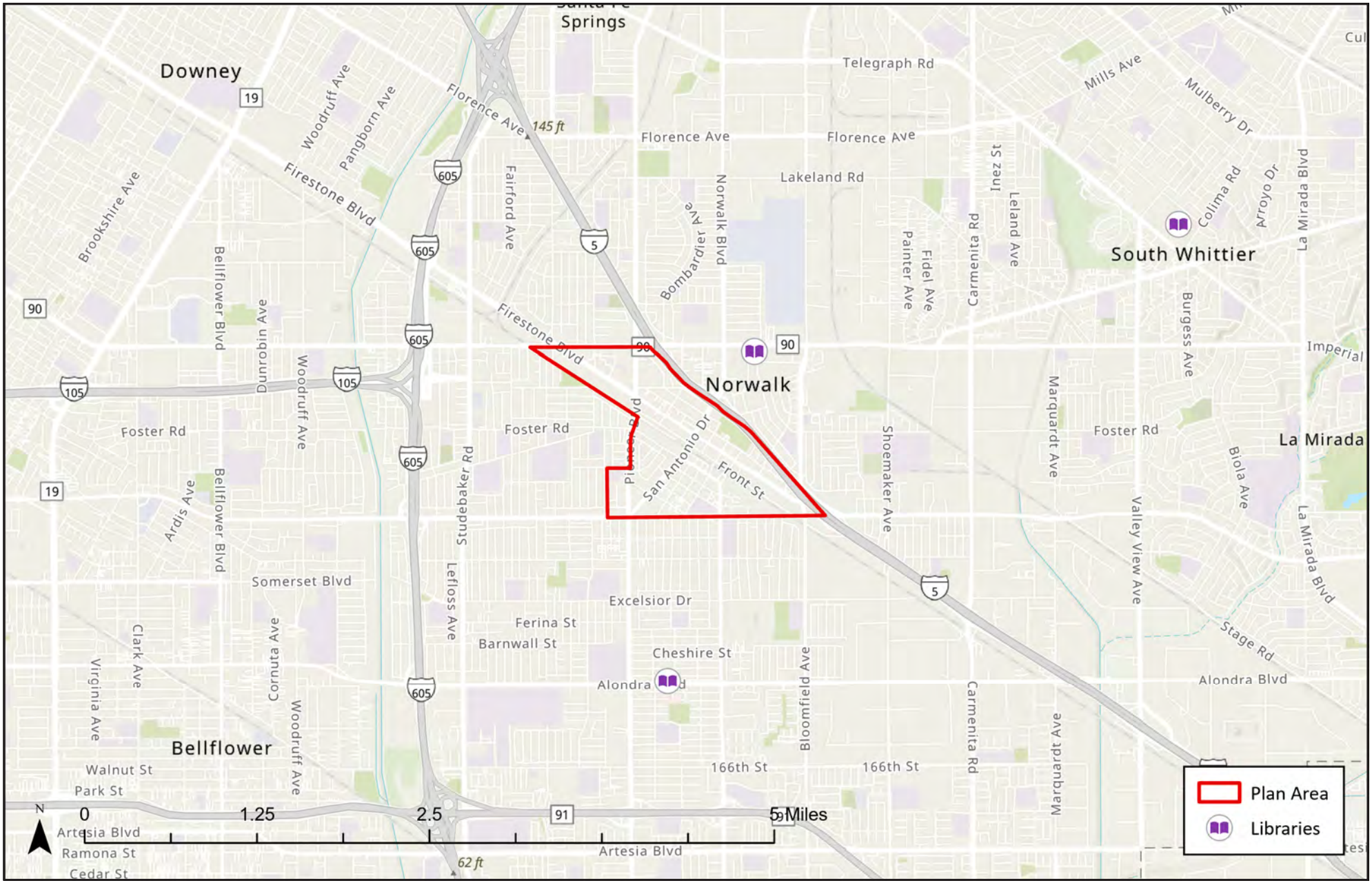
Local

City of Norwalk General Plan

The following policies are related to library services:

- **Educational and Cultural Resources Element**
  - **Policy**: Cooperate with the Los Angeles County Library system to expand service to meet the needs of residents, such as book fairs and bookmobiles, and acquire additional multilingual and multicultural materials.

[13] Los Angeles County Public Libraries," Statistical Information." Available online at: https://lacountylibrary.org/aboutus-info/, accessed November 27, 2023.



SOURCE: Esri, 2024

FIGURE **3.10-4**

IMPACT SCIENCES

Public Libraries Serving the Plan Area

1335.007•04/24

3.10.4.3 Impacts and Mitigation Measures

Thresholds of Significance

The following thresholds for determining the significance of impacts related to libraries are contained in the environmental checklist form contained in Appendix G of the most recent update of the *CEQA Guidelines*. Adoption and/or implementation of the Proposed Plan could result in significant impacts due to the use of library services, if any of the following would occur:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

Methodology

The following analysis focuses on determining whether the Proposed Plan would result in adverse physical impacts to the environment due to the expansion or construction of new library facilities. Whether additional facilities would be required is determined primarily by considering the adequacy of existing library services, impacts of the Proposed Plan on demand for library services, and input provided by LACL staff. In response to a request for library services information LACPL, provided an analysis of the Proposed Plan's projected impacts to library services (Appendix 3.10).

The need for or deficiency in adequate library facilities to serve the residents or users of the Plan Area is not in and of itself a CEQA impact, but a social or economic impact. (*City of Hayward v. B'd of Trustees* (2015) 242 Cal.App. 4th 833, 843). To the extent that the Proposed Plan causes a need for additional recreational or library services and facilities and that results in the construction of new facilities or additions to existing facilities and the impact from that construction results in a potential impact to the environment, that is a CEQA impact that needs to be assessed in this EIR. Additionally, the deterioration of existing libraries caused by the Proposed Plan is a CEQA impact that needs to be assessed in the EIR. Any discussion in this EIR that relates solely to the level of library services provided to the residents or users of the Plan Area and its surrounding community, including any existing or future needs and deficiencies, is for informational purposes only. The ultimate determination of whether there is a significant impact related to library services is based on whether a significant impact will result from the construction of new or altered library facilities as a result of the implementation of the Proposed Plan.

This analysis estimates the number of residents that would be generated by implementation of the Proposed Plan and assesses whether existing and planned public libraries expected to serve the Plan Area

would have sufficient available capacity to accommodate additional users and whether new facilities would need to be constructed, the construction of which would cause significant environmental impacts.

3.10.4.4 Environmental Impacts

Impact PS-4 **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?**

A significant impact would occur if the Proposed Plan would result in substantial employment or population growth that could generate a demand for libraries, which exceed the capacity available to serve the Plan Area, necessitating new or physically altered libraries, the construction of which would cause significant environmental impacts.

The need for public library services is generally calculated based on permanent population in a given area. As previously discussed, the City of Norwalk is served by the Norwalk Library, the Alonda Library, and the Whittier Library, in addition to the Little Free Library program. The Proposed Plan is anticipated to result in an increase of approximately 10,959 people through 2040; this growth from the Proposed Plan could cause an increase in demand for library services. Under CEQA, an increase in population or a reduction in service levels does not necessarily indicate a significant environmental effect. While an increase in demand may occur, there are no current plans to construct a new library or expand an existing library in the Plan Area.

As previously stated, a significant impact would occur if the Proposed Project necessitated construction or expansion of a library facility, and the construction of that facility would result in physical impacts on the environment. LACPL does not have plans to construct a library in the Plan Area, and local population is just one factor in the determination of where the LACPL locates new facilities. Other factors include availability of land, funding, spacing requirements, and community need. Further, if a library were to be constructed in or near the Plan Area, it would likely be of a similar size to modern libraries in urban areas which are generally on small urban infill lots and of a size that would likely qualify for an exemption from CEQA. Further, any of the environmental effects of construction of a new library facility would likely be similar to those disclosed within this EIR (i.e., construction noise and air quality). At this point, it would be speculative to assume that a new or expanded facility will be necessary at this time, in the event it is determined that a new or expanded library is necessary to serve the Plan Area, construction of any such facility would occur in an urban center and would be limited in number (possibly one or two new facilities)

and size. Based on the urban location and size, the construction of new libraries or expansion of an existing library would likely result in less than significant impacts and likely would qualify for an infill exemption. Therefore, impacts related to library services would be less than significant.

Significance Before Mitigation

This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

3.10.4.5 Cumulative Impacts

Growth under the Proposed Plan is anticipated to increase the population of the Plan Area incrementally over the next 20 years by 10,959 persons, which would increase use of the LA County Library system. The libraries in the surrounding communities would serve new residents generated by implementation of the Proposed Plan and other projects in the City. Any future construction or expansion of library facilities would occur in an urban center and would be limited in number and size. In addition, the trend toward libraries providing increased electronic and downloadable library resources (e.g., e-books, audio books) could reduce the need for additional physical library resources in the future. Further, for projects located outside of the Plan Area, future residential projects would be required to pay the County's Library Facilities Mitigation Fee pursuant to Chapter 22.246.060 of the Los Angeles County Code, which would mitigate potential impacts of increased residential development on library services. Therefore, the Proposed Plan's contribution to cumulative impacts associated with libraries would not be cumulatively considerable and would be less than significant.

3.10.5 PARKS AND RECREATION

3.10.5.1 Environmental Setting

In the State of California, the primary avenue by which local jurisdictions set parkland and recreation standards and requirements for new development or obtain funds for the development of parks and recreation, is via the Quimby Act. The Quimby Act was established by the California Legislature in 1965 in response to California's increased rate of urbanization and the need to preserve open space and parkland

for growing communities. Prior to subdividing a parcel of land, the developer must dedicate a portion of land and/or pay a fee for the purpose of providing park and recreational facilities to serve future residents of the property being subdivided.

The City of Norwalk provides a total of 12 parks (totaling 87.3 acres of land), one recreation center, as well as one County owned park.[14] Norwalk Arts & Sports Complex (Norwalk Park), located at 13000 Clarkdale Avenue, is located within the Plan Area. Other parks located within a half mile of the Plan Area include Vista Verde Park, Orr Park Community Center/Sara Mendez Park, and Holifield Park. In addition, the Cultural Arts Center (13200 Clarkdale Avenue), Sproul Museum (12203 Sproul Street), Teen Center (12305 Sproul Street), and Aquatic Pavilion (12301 Sproul Street) are also located within the Plan Area. See **Figure 3.10-5, Parks Serving the Plan Area**. These parks and recreational facilities provide a variety of passive and active recreational opportunities, including a community center, open space, hardcourts, a museum, and aquatics pavilion.

The National Recreation and Parks Association recommends five acres of parkland for every 1,000 residents. However, the Quimby Act enables cities in California with standards of three acres per 1,000 residents to assess new developments and require an impact fee for park development. Given that the City's population is approximately 98,537 residents in 2022, that would mean the City needs to provide 493 acres of park space per the National Recreation and Parks Association and 296 per the Quimby Act.[15]

3.10.5.2 Regulatory Framework

State

Quimby Act of 1965

The Quimby Act was established by the California State Legislature in 1965 and codified as California Government Code Section 66477. The Quimby Act allows the legislative body of a city or county, by ordinance, to require the dedication of land or impose a requirement of the payment of fees in lieu thereof, or a combination of both, for park or recreational purposes as a condition to the approval of a tentative tract map or parcel map.

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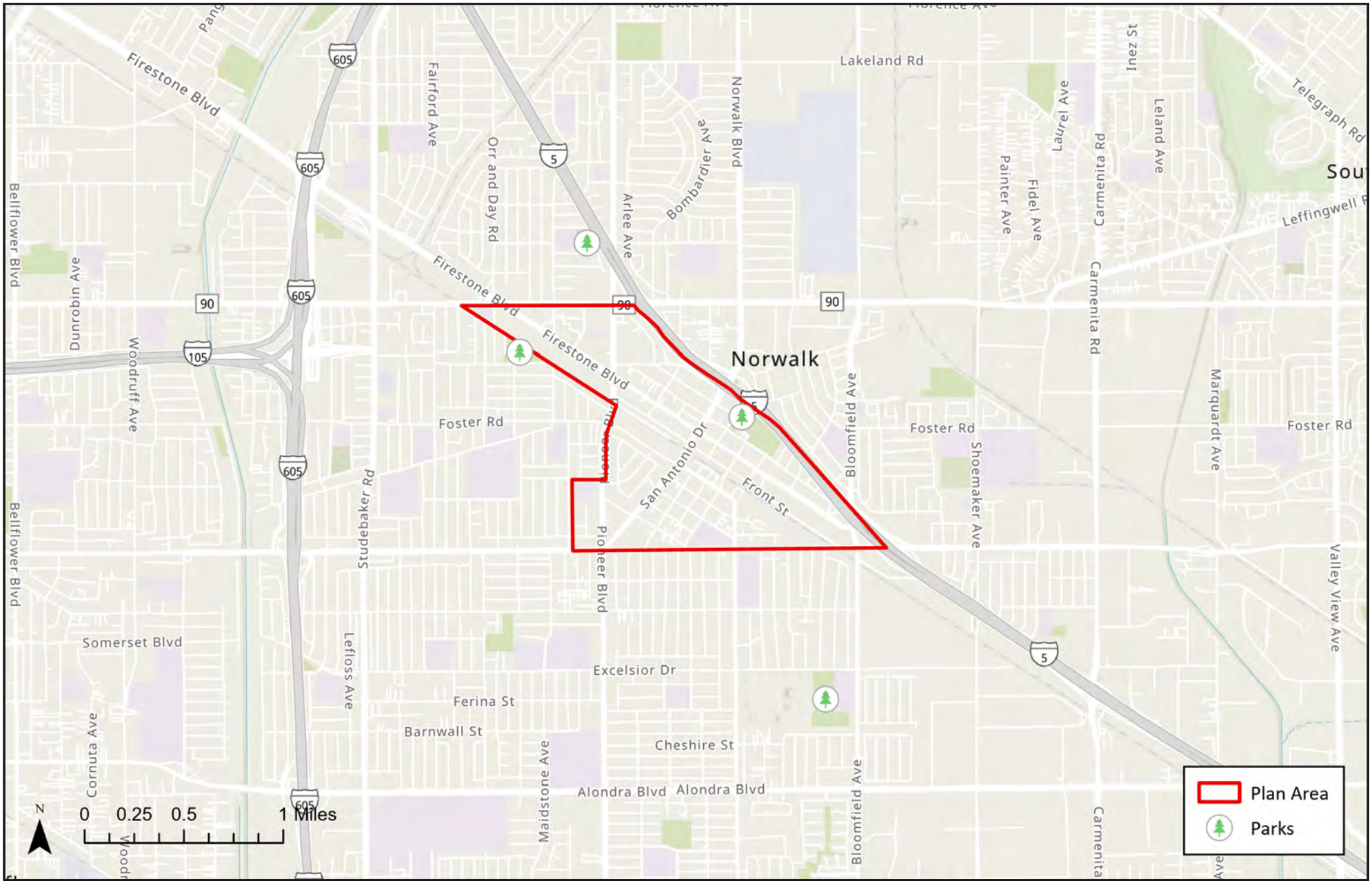
14 City of Norwalk, "General Info & Statistics" Available online at: https://www.norwalk.org/about-us/general-info-statistics, accessed on December 4, 2023.

15 United States Census Bureau, QuickFacts: Norwalk, California, 2022. Available online at: https://www.census.gov/quickfacts/fact/table/norwalkcitycalifornia/PST045222, accessed on November 28, 2023.



SOURCE: Esri, 2024

FIGURE **3.10-5**

IMPACT SCIENCES

Parks Serving the Plan Area

1335.007•04/24

Under the Quimby Act, requirements for parkland dedications are not to exceed three acres of parkland per 1,000 persons residing within a subdivision, and in-lieu fee payments shall not exceed the proportionate amount necessary to provide three acres of parkland, unless the amount of existing neighborhood and community parkland exceeds that limit.

California Public Park Preservation Act of 1971

The primary instrument for protecting and preserving parkland is the State Public Park Preservation Act of 1971 (Pub. Resources Code, §§ 5400–5409). Under the Act, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This provides no net loss of parkland and facilities.

State Open Space Standards

State planning law (Government Code Section 65560) provides a structure for the preservation of open space by requiring every city and county in the State to prepare, adopt, and submit to the Secretary of the Resources Agency a "local open-space plan for the comprehensive and long-range preservation and conservation of open space land within its jurisdiction." The following open space categories are identified for preservation:

- **Open space for public health and safety**, including, but not limited to, areas that require special management or regulation due to hazardous or special conditions.
- **Open space for the preservation of natural resources**, including, but not limited to, natural vegetation, fish and wildlife, and water resources.
- **Open space for resource management and production**, including, but not limited to, agricultural and mineral resources, forests, rangeland, and areas required for the recharge of groundwater basins.
- **Open space for outdoor recreation,** including, but not limited to, parks and recreational facilities, areas that serve as links between major recreation and open space reservations (such as trails, easements, and scenic roadways), and areas of outstanding scenic and cultural value.
- **Open space for the protection of Native American sites**, including, but not limited to, places, features, and objects of historical, cultural, or sacred significance such as Native American sanctified cemeteries, places of worship, religious or ceremonial sites, or sacred shrines located on public property (further defined in California Public Resources Code Sections 5097.9 and 5097.993).

Mitigation Fee Act

The California Mitigation Fee Act, Government Code sections 66000, *et seq.*, allows cities to establish fees to be imposed on development projects for the purpose of mitigating the impact of development on a city's ability to provide specified public facilities. In order to comply with the Mitigation Fee Act a City must follow the following primary requirements: (1) Make certain determinations regarding the purpose and use of a fee and establish a nexus or connection between a development project or class of project and the public improvement being financed with the fee; (2) Segregate fee revenue from the General Fund in order to avoid commingling of capital facilities fees and general funds; (3) For fees that have been in the possession of a City for five years or more and for which the dollars have not been spent or committed to a project, the City must make findings each fiscal year.

Local

City of Norwalk General Plan

According to the City of Norwalk's General Plan Open Space Element the City has a minimum park standard of one acre of parkland per 1,000 persons.[16] In addition, the Open Space Element includes the following policies associated with parks and recreation:

- To provide programs and facilities to meet the varied needs of the City of Norwalk residents, including the elderly and handicapped.
- To provide parks recreational facilities designed, landscaped, and maintained to provide a high-quality recreational experience.
- Expand the permanent supply of usable recreational open space by obtaining new land areas, or requiring new developments, such as residential subdivisions, to provide adequate on-site recreational facilities.
- Require that developers contribute to providing parks and recreational facilities to offset additional demands brought about by new development, including the use of the Quimby Act, Parkland, Park and Recreation Dedications Fees.
- To ensure that open space land for recreation purposes is provided in adequate quantities and within reasonable proximity to meet the needs of the citizens of Norwalk.

16 City of Norwalk, *City of Norwalk General Plan, Open Space Element.* 1996, Available online at: https://www.norwalk.org/home/showpublisheddocument/20043/636561304608800000, accessed August 21, 2024.

- Promote the provision of private open space and recreation facilities in large scale residential developments in order to meet the open space and recreation needs that will be generated by the development.

- Encourage the inclusion of private outdoor and indoor recreation facilities in large commercial/industrial projects as a benefit for employees and as a means of reducing demand on public facilities.

Measure P Sales Tax

In 2020, voters approved Measure P, also known as the Norwalk Essential Services and Public Safety Measure which is a three-quarter-cent local sales tax. Money generated from the sales tax goes to the City's general fund, which the City Council uses to support all City services, including Sheriff response times and neighborhood patrols, gang prevention and youth anti-violence programs, repairs to streets and sidewalks, parks and recreation programs and facilities, and homeless prevention services, as well as expanding important emergency services like traffic and pedestrian safety.[17]

3.10.5.3 Impacts and Mitigation Measures

Thresholds of Significance

The following thresholds for determining the significance of impacts related to recreational facilities are contained in the environmental checklist form contained in Appendix G of the most recent update of the *State CEQA Guidelines*. Adoption and/or implementation of the Proposed Plan could result in significant impacts due to the use of recreational facilities, if any of the following would occur:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered recreational facilities, need for new or physically altered recreational facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks. (This threshold is addressed within the two thresholds below)

- 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.

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17 BallotPedia, Norwalk, California, Measure P, Sales Tax. 2020. Available online at: https://ballotpedia.org/Norwalk,_California,_Measure_P,_Sales_Tax_(March_2020)#cite_ref-quotedisclaimer_2-0, accessed July 18, 2024.

- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Methodology

The need for or deficiency in adequate park and recreation facilities to serve the residents or users of the Plan Area or the City is not in and of itself a CEQA impact, but a social or economic impact. (*City of Hayward v. B'd of Trustees* (2015) 242 Cal.App. 4th 833, 843). To the extent that the Proposed Plan causes a need for additional recreational services and facilities and that results in the construction of new facilities or additions to existing facilities and the impact from that construction results in a potential impact to the environment, that is a CEQA impact that needs to be assessed in this EIR. Additionally, the deterioration of existing recreational facilities and parks caused by the Proposed Plan is a CEQA impact that needs to be assessed in the EIR. Any discussion in this EIR that relates solely to the level of park services provided to the residents or users within the Plan Area and its surrounding community, including any existing or future needs and deficiencies, is for informational purposes only. The ultimate determination of whether there is a significant impact related to park and recreational services is based on whether a significant impact will result from the construction of new or altered park and recreational facilities or where existing park and recreational facilities will be substantially physically deteriorated as a result of the implementation of the Proposed Plan.

This analysis estimates the number of residents that would be generated by implementation of the Proposed Plan and assesses whether existing and planned public parks and recreational facilities expected to serve the Plan Area would have sufficient available capacity to accommodate additional users and whether new facilities would need to be constructed, the construction of which would cause significant environmental impacts; and whether the Proposed Plan will result in substantial physical deterioration to park and recreational facilities.

3.10.5.4 Environmental Impacts

Impact REC-1 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.

The National Recreation and Parks Association recommends five acres of parkland for every 1,000 residents. However, the Quimby Act enables cities in California with standards of three acres per 1,000 residents to assess new developments and require an impact fee for park development. Given that the City's population is approximately 98,537 residents in 2022, that would mean the City needs to provide 493

acres of park space per the National Recreation and Parks Association and 296 per the Quimby Act.[18] Therefore, the City is experiencing a park deficit.

Construction

Norwalk Park is the only existing park located within the Plan Area. A Norwalk Park parking lot will be rezoned to provide new housing. Although the park will be impacted by construction, the only amenity affected by the construction would be the parking lot; the park itself would not be physically impacted by the construction. Construction activities associated with implementation of the Proposed Plan would not result in a significant impact to existing parks and recreation facilities and would not drastically increase the population beyond what is anticipated in the Specific Plan. Thus, impacts to existing parks and recreation facilities would be less than significant during construction.

Operation

Implementation of the Proposed Plan would allow for the potential future construction of 3,087 residential units. With the addition of these residential units, the residential population is expected to grow by 10,959 residents. The Quimby Act has a standard of five acres of parkland for every 1,000 residents. According to the City's General Plan Open Space Element, the City's goal is to provide not less than 1 acre of usable public recreational open space per 1,000 persons.[19] With approximately 129 acres of City-owned parkland, and an estimated population 97,959 in 1995, the City provides 1.32 acres of parkland per 1,000 persons.[20] Therefore, the City's population could theoretically grow to a maximum of 129,000 persons while still maintaining the General Plan standard.[21] As previously mentioned, as of 2022 the City has a population of 98,537 persons. According to the City's park standard, the Proposed Plan's projected population growth would not exceed this standard even if no new recreational space were provided; however, according to Quimby Act standards the City is not providing enough parkland to accommodate its population. Under the Quimby Act, the City's population, including the expected growth from the Proposed Plan, the City should be providing 328 acres of parkland.

With implementation of the Proposed Plan, development standards would require common open space in residential developments that would offset the impacts to existing park facilities. Additionally, implementation of the Proposed Plan includes plans for open space within the proposed corridors through

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18 United States Census Bureau, *QuickFacts: Norwalk, California.* 2022. Available online at: https://www.census.gov/quickfacts/fact/table/norwalkcitycalifornia/PST045222, accessed on November 28, 2023.

19 City of Norwalk, *City of Norwalk General Plan, Open Space Element*. 1996, Available online at: https://www.norwalk.org/home/showpublisheddocument/20043/636561304608800000, accessed July 18, 2024.

20 *Ibid.*

21 *Ibid.*

plazas, parks (such as the linear park on San Antonio Drive), streetscapes, and a regional trail with bike lanes to connect the different districts and corridors. Under the Proposed Plan, open space will be added as projects are constructed, increasing the amount of open space available and decreasing demand for offsite open space. Private open space can be used to satisfy a portion of the common open space requirement. Therefore, the future development projects would not create capacity or service level problems or result in substantial physical impacts associated with the provision or new or altered parks facilities. Impacts would be less than significant.

Significance Before Mitigation

This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Impact REC-2 **Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.**

Construction and operation of additional park and recreation facilities could impact aesthetics (including night lighting), air quality, cultural resources, geology, land use, noise, transportation, utilities, and other environmental issues. As previously mentioned in **Impact REC-1,** the Proposed Plan includes plans for open space within the proposed corridors and districts. The environmental effects that could result from the construction of the proposed recreational facilities (including impacts to adjacent properties and exposure of sensitive receptors to pollutant concentrations) would be reduced to less than significant levels through construction-related mitigation measures identified throughout this EIR in **Section 3.2, Air Quality,** and **Section 3.8, Noise**, and measures identified in the Proposed Plan. Therefore, the Proposed Plan would not result in adverse physical effects on the environment from construction or expansion of additional recreational facilities. Impacts would be less than significant.

Significance Before Mitigation

This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

3.10.5.5 Cumulative Impacts

Implementation of the Proposed Plan and related development projects could result in population growth in the Plan Area that would result in increased demand for parks and recreation facilities. Future developments would be subject to further CEQA evaluation and may include mitigation measures to reduce significant impacts to a less than significant level when possible. Given that the Proposed Plan would add open space amenities, implementation of the Proposed Plan would not result in cumulatively considerable impacts to the City's park and recreation facilities. No mitigation is required.

3.10.6 REFERENCES

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3.11 TRANSPORTATION

INTRODUCTION

The purpose of this section is to address the potential transportation impacts associated with the Proposed Plan.

On September 27, 2013, Governor Edmund G. "Jerry" Brown signed Senate Bill (SB) 743, which went into effect in January 2014 and directed the Governor's Office of Planning and Research (OPR) to develop revisions to the California Environmental Quality Act (CEQA) Guidelines by July 1, 2014, to establish new criteria for determining the significance of transportation impacts and define alternative metrics for traffic level of service (LOS). This started a process that has changed the requirements for transportation impact analyses under CEQA. These changes include elimination of auto delay, LOS, and similar measures of vehicular capacity or traffic congestion as a basis for determining significant transportation impacts resulting from land use projects and plans in California.

On January 20, 2016, OPR released the Revised Proposal on Updates to the State CEQA Guidelines on Evaluating Transportation Impacts in CEQA, which was an update to Updating Transportation Impacts Analysis in the CEQA Guidelines, Preliminary Discussion Draft of Updates to the State CEQA Guidelines Implementing Senate Bill 743, which had been released on August 6, 2014. Of particular relevance was the updated text of State CEQA Guidelines Section 15064.3, which as discussed further below, establishes vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts. VMT is an area-wide performance measure which helps compare the overall performance of a project or project alternatives. VMT analysis shifts the focus towards impacts caused by the distance traveled by vehicles rather than the localized congestion created by vehicles. Comparative scenarios of VMT are used to demonstrate the effect of land use or transportation projects by calculating total auto VMT divided by population and/or employment to determine the "efficiency" of the transportation system in moving persons with the fewest VMT. Even when new projects result in additional VMT, due to growth and population and employment, they could result in lower VMT efficiency as the numerator (VMT) would be relatively lower than the denominator (persons). This would occur if persons drove shorter distances, carpooled more, or switched trips to non-auto modes such as walking, biking and transit.

The Guidelines became effective on July 1, 2020. As such, automobile delay as measured by LOS or similar metrics is no longer to be considered a significant environmental impact. Further, Section 21099(a)(2) of the Public Resources Code states "Upon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any." Therefore, LOS is no longer an environmental impact under CEQA.

*The contents of this section represent a summary of the CEQA Transportation Impact Analysis memorandum prepared for the Proposed Plan (**Appendix 3.11, Transportation Impact Analysis Report**). In accordance with*

SB 743 and the CEQA Guidelines, the VMT Memo identified the changes in vehicles miles traveled (VMT) associated with the Proposed Plan.

3.11.1 ENVIRONMENTAL SETTING

3.11.1.1 Current Conditions

This section describes the existing conditions within the Plan Area in terms of roadways, transit, pedestrian and bicycle circulation, and site access.

Roadway Facility Designations

Norwalk's roadway system has been defined using a classification system describing a hierarchy of facility types. The categories of roadways included in this classification system are different in size, function, and capacity. Street classifications for the local network are designated in the City's General Plan Circulation Element and described below:

- **Freeway –** A six to ten lane divided roadway with full access control and a typical right-of-way in excess of 150 feet, designed and maintained by the State of Department of Transportation (Caltrans).
- **Major Highway –** A five or six lane divided roadway, with a typical right-of-way width of 100 feet and a curb-to-curb width of approximately 80 feet.
- **Secondary Highway –** A four lane divided or undivided roadway, with a typical right-of-way width of 80 feet and a curb-to-curb width of 64 feet.
- **Collector Road –** A two-lane undivided roadway, with a typical right-of-way width of 54-60 feet and a curb-to-curb pavement width of approximately 40 feet. Its function is to distribute traffic between local streets, major and secondary arterials. Although some collectors serve as through routes, their primary function is to provide access to surrounding land uses.

The cities of Norwalk, Buena Park, Commerce, Downey, La Mirada, and Santa Fe Springs established the Interstate-5 Consortium Cities, a Joint Powers Authority (JPA) with the goal of collectively acting to increase the safety and efficiency of the Federal Interstate Route 5 Freeway while protecting the best interest s of the member communities.

Regional access to the Plan Area is facilitated by Interstate-5 (I-5) and the San Gabriel Freeway (I-605). The I-605 traverses the City in a north-south direction in the western area of the City. Interchange facilities are provided at Firestone Boulevard, Imperial Highway, Rosecrans Avenue, and Alondra Boulevard. The I-105 Freeway intersects the I-605 Freeway from the west and provides for interchange facilities between the

two freeways along with the Metro C Line (formerly Green Line) and a Transportation Center with a Park-and-Ride lot within the freeway complex.

Streets providing regional and local access to the Plan Area include Imperial Highway, Pioneer Boulevard, Firestone Boulevard, San Antonio Drive and Rosecrans Avenue. A description of these roadways is provided below:

- **Imperial Highway –** Imperial Highway is designated as a Major Highway, generally travelling in the east-west direction and is located along the northernmost boundary of the Plan Area. It provides three lanes in each direction for a total of six lanes. The LACPWD has identified it as a disaster route.

- **Pioneer Boulevard –** Pioneer Boulevard is designated as a Major Highway, generally travelling in the north-south direction and traverses the Plan Area. It provides two lanes in each direction for a total of four lanes.

- **Firestone Boulevard –** Firestone Boulevard is designated as a Secondary Highway, generally traveling in the southeast-northwest direction and traverses the Plan Area. It provides between four to six lanes with two or three lanes in each direction.

- **San Antonio Drive –** San Antonio Drive is designated as a Major Highway, generally travelling in the southwest-northeast direction and traverses the Plan Area. It provides between four to six travel lanes with two to three lanes in each direction. The LACPWD has identified it as a disaster route.

- **Rosecrans Avenue –** Rosecrans Avenue is designated as a Major Highway, generally travelling in the east-west direction and is located along the southern boundary of the Plan Area. It provides between four to six travels lanes with two to three lanes on in each direction.

Transit Service

The Plan Area and surrounding area is served by the Los Angeles County Metropolitan Transportation Authority (Metro) as well as the Norwalk Transit System (NTS) along Rosecrans Avenue, Pioneer Boulevard, Firestone Boulevard, Imperial Highway, and San Antonio Drive. NTS lines 1,2, 4, 5, and 7 as well as the Los Angeles County Metropolitan Transportation Authority (LA Metro) lines 62 and 460 serve the Plan Area. The Norwalk-Santa Fe Springs Transportation Center/Metrolink Station is located approximately 0.88 miles northeast of the Plan Area at 12650 Imperial Highway and the LA Metro C (formerly Green) Line travels east and west along Rosecrans Avenue, the southernmost portion of the Plan Area. Portions of the Plan Area are located within one half mile of a well serviced transit stop with 15 minute or better service frequency, which qualifies the area as a High-Quality Transit Area as well as a

Transit Priority Area.[1] HQTCs and major transit stops in the RTP/SCS horizon year 2050 include existing HQTCs and major transit stops as well as future improvements that are expected to be implemented by transit agencies by 2050; therefore, the planned transit stop for Imperial Highway and Pioneer Boulevard qualifies as a HQTC.[2] Additionally, the Plan Area is almost entirely located within a Neighborhood Mobility Area (NMA). NMAs include four elements that reflect potential to improve, restore, and enhance safe and convenient connections to essential services such as schools, hospitals, and shopping centers; these four elements are: intersection density, low-speed streets, land use diversity, and accessibility to amenities within one mile using street network distances.[3]

Pedestrian Circulation

The sidewalk network within the City and the Plan Area is fairly complete, with most streets containing sidewalks in good condition.

Bicycle Circulation

According to the City's *Bicycle Master Plan*, there are a limited number of bikeways in and around the City presently and the network is generally disconnected.[4] Bicycle connectivity to transit is currently incomplete. Bike accessibility to the Los Angeles Metro C Line Station is generally limited, as is bike connectivity between the Los Angeles Metro C Line and Metrolink Stations. Presently, no existing bicycle facilities are located within the Specific Plan Area; however, the City's Bicycle Master Plan details future planned bicycle facilities. These facilities within the Plan Area include: a Class IV Cycle Track located along San Antonio Boulevard traveling south from the Imperial Highway, where it would become a Class II (Buffered) Bike Path when going east on Firestone Boulevard and when crossing Foster Road, and a Class I Bike Path along Front Street, extending from the northwestern most portion of the Plan Area to Rosecrans Avenue.

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1 Southern California Association of Governments, *High Quality Transit Area Toolkit*, 2024. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/part_1_hqta_toolkit.pdf, accessed August 6, 2024.

2 Southern California Association of Governments. *Connect SoCal 2024 – Mobility Technical Report*. 2024. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-mobility-final-040424.pdf?1717515377, accessed October 10, 2024.

3 Southern California Association of Governments. *Connect SoCal 2024*, 2024. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf?1714175547, accessed October 10, 2024.

4 City of Norwalk, *City of Norwalk Bicycle Master Plan*, 2022. Available online at: https://www.norwalk.org/home/showpublisheddocument/26823/637867492848000000, accessed August 21, 2024.

3.11.1.2 Baseline Vehicle Miles Traveled

The City of Norwalk has not adopted a local VMT threshold. However, the County of Los Angeles has adopted Transportation Impact Analysis Guidelines in accordance with the Office of Planning and Research that establishes a minimum reduction standard threshold of 16.8 percent below existing VMT per service population for individual development projects and land use plans.[5] As shown in **Table 3.11-1, Baseline (Existing) VMT**, the baseline Plan Area daily VMT per service population is 16.3, which is lower than the County's VMT per service population of 17.2.

Table 3.11-1
Baseline (Existing) VMT

Area	Total Home-based VMT per day	Total Work-based VMT / day	Total Other VMT / day	Population	Employees	Service Population	VMT/Service Population
Plan Area	295,897	177,039	357,615	20,742	8,325	29,067	16.3
County of Los Angeles	154,649,967	103,846,479	156,039,047	10,375,874	4,685,164	15,061,038	17.2

Source: ***Appendix 3.11*** *to this Draft EIR.*

VMT is calculated by travel demand models, which use similar methodologies and inputs of socioeconomic data, transportation networks, and travel pattern surveys to calculate weekday VMT. While the specific values of VMT may vary from model to model and model year to model year, generally the models are consistent in their magnitude of comparison between different geographic units and in their assessment of the VMT characteristics of projects.

The baseline VMT per service population for the Plan Area and County were calculated using the 2021 base year and 2040 future year scenario from the Southern California of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) travel demand model.

5 Iteris, Inc., *Heart of Norwalk Specific Plan – CEQA Transportation Impact Analysis*, 2024. See **Appendix 3.11.**

3.11.2 REGULATORY FRAMEWORK

3.11.2.1 State and Regional

Senate Bill 743

Senate Bill 743 (SB 743) was enacted in 2013 and became effective in July 2014. It requires OPR and the Natural Resources Agency to amend the *State CEQA Guidelines* through developing criteria for determining the way transportation impacts are measured in California for new development projects, making sure they are built in a way that allows Californians more options to drive less (Pub. Res. Code § 21099(b)). Starting on July 1, 2020, agencies analyzing the transportation impacts of new projects must now look at a metric known as VMT instead of LOS. VMT measures how much actual auto travel (additional miles driven) a proposed project would create on California roads. If the project adds excessive car travel onto our roads, the project may cause a significant transportation impact. This change is intended to help the State achieve climate commitments, preserve the environment, improve health and safety and boost the economy by prioritizing co-located jobs, services, and housing. It would also reduce the time spent in cars to get places and provide more choices for how people travel, which would help to promote business, provide access to opportunity, and improve the quality of life across California.

Senate Bill 375

Senate Bill 375 (SB 375) requires metropolitan planning organizations (MPOs) to prepare a SCS that demonstrates how the region would meet its greenhouse gas (GHG) reduction targets through integrated land use, housing and transportation planning. Specifically, the SCS must identify a transportation network that is integrated with the forecasted development pattern for the plan area and would reduce GHG emissions from automobiles and light trucks in accordance with targets set by the California Air Resources Board. The targets for the Southern California Association of Governments are an 8 percent reduction in per capita transportation by 2020 and between 13 to 16 percent by 2035.

California Vehicle Code (CVC)

The CVC provides requirements for ensuring emergency vehicle access regardless of traffic conditions. Sections 21806(a)(1), 21806(a)(2), and 21806(c) define how motorists and pedestrians are required to yield the right-of-way to emergency vehicles.

3.11.2.2 Local and Regional

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The Southern California Association of Governments (SCAG) is an association of local governmentsand agencies that serves as a Metropolitan Planning Organization, a Regional Transportation Planning Agency, and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities. SCAG is responsible for developing long-range regional transportation plans, including the regional Sustainable Communities Strategy and associated growth forecasts, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast Air Quality Management District management plans.

SCAG's Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is a long-range regional transportation and land use network plan that looks outlines a vision for a more resilient and equitable future, with investment, policies, and strategies for achieving the region's shared goals through 2050. Connect SoCal 2024 builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. SCAG adopted its current RTP/SCS on April 4, 2024.

The vision and goals for the Connect SoCal 2024 RTP/SCS are rooted in the direction set forth by Connect SoCal 2020, reflecting both SCAG's statutory requirements and the emerging trends and persistent challenges facing the region. The following goals and subgoals will help the SCAG region to achieve this vision:

- **Mobility**: Build and maintain an integrated multimodal transportation network
  - Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions.
  - Ensure that reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities
  - Support planning for people of all ages, abilities and backgrounds
- **Communities**: Develop, connect, and sustain livable and thriving communities
  - Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances

  - Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households

- **Environment**: Create a healthy region for the people of today and tomorrow

  - Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change

  - Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water

  - Conserve the region's resources

- **Economy**: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region

  - Improve access to jobs and educational resources

  - Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities

Connect SoCal identifies Priority Development Areas (PDAs) to follow the principles of center focused placemaking. This approach focuses growth and investment in areas such as Transit Priority Areas (TPAs), that are pedestrian oriented, low-to-medium-density, and contain a mix of uses and housing types. Center focused placemaking attempts to create places where people want to live, work, and play in locations that support multimodal mobility. These are locations where many Connect SoCal strategies can be fully realized. Connect SoCal's PDAs include TPAs, Neighborhood Mobility Areas (NMAs), livable corridors, and spheres of influence. The northernmost portion of the Plan Area is located within a TPA since it is served by NTS lines 2 and 4, as well as LA Metro line 460.[6] In addition to being within a TPA, the entire Plan Area is a NMA, meaning that the area can facilitate safe and convenient connections to neighborhood uses such as schools, shopping, and parks.[7]

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6 Southern California Association of Governments, *Local Data Exchange Process Data/Map Book for the City of Norwalk*, 2023, Available online at: https://scag.ca.gov/sites/main/files/file-attachments/p0222-norwalk.pdf, accessed August 21, 2024.

7 *Ibid*.

City of Norwalk General Plan

Approved in 1996, the *General Plan* outlines the strategies to support and manage long-term growth within the City's limits. In addition to providing guidance for topics including but not limited to public safety, housing, infrastructure, and land use, the circulation element addresses Norwalk's transportation needs. Norwalk's circulation and infrastructure element frames the need for the transportation network to support public transportation, bicycle and pedestrian circulation, and existing truck routes. The circulation element also provides classifications to organize Norwalk's street system based on capacity and function, identifies metrics to measure performance, lists strategies and suggestions to improve management of the network.[8]

The Circulation Element of the General Plan identifies goals, objectives, and policies pertaining to the City's circulation system. The following policies and goals are relevant to the Proposed Plan:

- **Goal 1:** An adequate transportation/circulation system that supports regional and local land uses at adopted level of service (LOS) standards and complies with requirements of the County Transportation Management Program (CMP).
  - **Policy 1.1:** Develop and maintain a road system that is based upon and is in balance with the Land Use Element of the General Plan.
  - **Policy 1.13:** Provide for the safe and expeditious transport of hazardous materials.
  - **Policy 1.14:** Limit driveway access to arterial streets to maintain a desired quality of arterial traffic flow.
- **Goal 3:** A circulation system that maximizes efficiency through the use of transportation system management and demand management strategies.
  - **Policy 3.1:** Encourage new development which facilitates transit services, provides for non-automotive circulation and minimizes vehicle miles traveled.
  - **Policy 3.4:** Encourage the implementation of employer Transportation Demand Management (TDM) requirements included in the City's adopted TDM ordinance and in the Southern California Air Quality Management District's Regulation 15 Program.

8 City of Norwalk, *City of Norwalk General Plan*, 1996. Available online at: https://www.norwalk.org/home/showpublisheddocument/20041/636561304601230000, accessed April 26, 2024.

- **Goal 4:** An efficient public transportation system that provides mobility to all City residents, employees, and visitors.
  - **Policy 4.3:** Promote new development that is designed in a manner which (I) facilitates provision or expansion of transit service, (2) provides on-site commercial and recreational facilities to discourage mid-day travel and (3) provides non-automobile circulation within the development.
  - **Policy 4.4:** Encourage developers to work with agencies providing transit service with the objective of maximizing the potential for transit use by residents and/or visitors.
- **Goal 5:** An efficient bicycle and pedestrian circulation system that encourages these alternative forms of transportation.
  - **Policy 5.2:** Support and coordinate the development and maintenance of City bikeways in conjunction with the City's Bikeway Plan, the County of Los Angeles Master Plan of Bikeways and the bikeway plans of neighboring jurisdictions.
  - **Policy 5.5:** Encourage the provision of showers, changing rooms and an accessible and secure area for bicycle storage at all new and existing developments and public places.
  - **Policy 5.6:** Require developers, whenever feasible, to provide facilities for pedestrian travel such as sidewalks and to design developments to provide pedestrian access to the development on sidewalks and not require that pedestrians use driveways to access the development.
- **Goal 7:** Well-designed and convenient parking facilities.
  - **Policy 7.1:** Provide sufficient on- and off-street parking.
  - **Policy 7.3:** Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials. Encourage the use of right-tum-in, right-tum-out type of driveways to reduce crossing conflicts on the arterials.
  - **Policy 7.4:** Encourage the use of shared parking facilities among different land uses, by means of parking districts or other mechanisms. Shared parking is defined as parking spaces that can be used to serve two or more individual developments without conflict or encroachment (based on the time-differing nature of individual peaks). Experience indicates that the prudent and careful combining of uses result in a parking demand that is less than the demand generated by separate freestanding developments of similar size and character.

Norwalk Bicycle Master Plan

The City of Norwalk's *Bicycle Master Plan* was adopted in 2022 and serves as a guiding document for the planning, development, and management of a safe and comfortable network of bicycle facilities. The Bicycle Master Plan serves to improve biking throughout the City, as improved biking conditions support healthy living, transit connections, and the ability to travel without a car.[9] The Bicycle Master Plan identifies a number of goals and objectives to achieve its vision. The goals and objectives are focused on categories: accessibility, safety, and encouragement.

Goal 1: Accessibility: Provide safe, direct, and comfortable bike routes.

- Developing a network of direct and comfortable bike facilities allows bicyclists of all ages and abilities to bike to key locations within and outside the city, helping increase the number of bike trips taken for work, school, recreation, and shopping.
- Improve local biking connectivity between the City's neighborhoods and local destinations such as retail and schools.
- Improve connectivity to regional facilities and destinations.
- Remove or mitigate barriers to bicycling in the City.
- Improve biking connections to transit stations.
- Develop a network that serves bicyclists of all ages and abilities.

Goal 2: Safety: Improving safety for bicyclists.

Creating a safer environment for people biking can help reduce both the frequency and severity of bicycle-involved crashes and injuries. Methods to address safety can include engineering improvements, enforcement, and education.

- Improve bicyclists' perception of safety while using Norwalk's circulation network.
- Reduce conflicts between bikes and other modes such as automobiles, pedestrians, and transit vehicles along roads, at intersections, and at local destinations.

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9 City of Norwalk, *City of Norwalk Bicycle Master Plan*, 2022. Available online at: https://www.norwalk.org/city-hall/departments/community-development/what-s-happening-in-development/norwalk-bicycle-master-plan, accessed April 26, 2024.

- Develop and implement safety education programs for bicyclists.
- Partner with law enforcement to equitably enforce safety laws for all road users. Improve safety for students using local roads to bike to and from local schools.

Goal 3: Encouragement: Promote biking and encourage people to bike in Norwalk, improving community health and identity.

A welcoming and friendly biking environment invites more people to bike and can result in improved community health due to increased physical activity. Encouraging residents to bike between areas of the city through improved connectivity can also help foster a sense of local identity.

- Provide end-of-trip bike facilities such as bike parking at key destinations.
- Partner with schools and local organizations to encourage biking.
- Use the City's resources, such as social media channels, to promote biking.
- Facilitate bike connectivity to recreational destinations such as parks and trails.
- Incorporate bike-oriented wayfinding into the City's transportation network.

3.11.3 THRESHOLDS OF SIGNIFICANCE

The following thresholds for determining the significance of impacts related to transportation are contained in the environmental checklist form contained in Appendix G of the most recent update of the *CEQA Guidelines*. Adoption and/or implementation of the Proposed Plan could result in significant impacts, if any of the following would occur:

- Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.
- Conflict or be inconsistent with *State CEQA Guidelines* section 15064.3, subdivision (b).
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.

3.11.4 METHODOLOGY

State CEQA Guidelines Section 15064.3(b) provides considerations for evaluating a project's transportation impacts. Land Use Projects (b)(1) are evaluated through VMT. Generally, projects within one-half miles of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact.[10] Projects that decrease VMT in a project area compared to existing conditions should be presumed to have a less than significant transportation impact.

The Los Angeles County Traffic Analysis Guidelines state daily vehicle trips, daily VMT, and daily total VMT per service population for land use plans should be estimated using the SCAG RTP/SCS Travel Demand Forecast Model.[11] The Proposed Plan Area encompasses 5 traffic analysis zones (TAZs) within the SCAG model either fully or partially.

In order to generate VMT statistics for the Proposed Plan, a technical analysis was performed by Iteris, Inc., using the SCAG travel demand model, consisting of a 2021 base year scenario and a 2040 future year scenario (see **Appendix 3.11**). All VMT for trips beginning or ending in a particular geography were accounted for, consistent with the Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA. The Specific Plan's potential level of impact was determined by incorporating the land use projections of the Proposed Plan. For land use plans which include both residential and employment uses, the appropriate analysis metric is VMT per service population, where service population is defined as the number of residents plus the number of jobs. The land use plan includes additional residential and a reduction of non-residential use, allocated to opportunity sites through the Plan Area (i.e., those sites that are mostly advantageous for redevelopment). The following total land use quantities were analyzed: a net increase of 3,087 new residential units and a net decrease of 347,068 square feet of non-residential uses (commercial, institutional, and industrial).

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10 California Office of Planning and Research, *Technical Advisory on Evaluating Transportation Impacts in CEQA*, 2018. Available online at: https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf, accessed August 2, 2024.

11 Los Angeles County Public Works Department, *Transportation Impact Analysis Guidelines*, 2020. Available online at: https://dpw.lacounty.gov/traffic/docs/Transportation-Impact-Analysis-Guidelines-July-2020-v1.1.pdf, accessed August 6, 2024.

3.11.5 ENVIRONMENTAL IMPACTS

Impact TRA-1 **Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.**

As described in **Chapter 2.0, Project Description**, the Proposed Plan would implement zone changes and general plan amendments that would allow for future mixed-use development to occur within the Plan Area through the implementation of planned districts and corridors. Accordingly, the Proposed Plan would re-designate and rezone much of the Plan Area. Additionally, implementation of the Proposed Plan would result in new street classifications. The following roadway types are planned:

- **Freeway –** I-5 runs at one edge of the Plan Area. The freeway has one carpool lane and four general purpose lanes in each direction, and is managed by Caltrans. The area is primarily served by a set of entrances and exits linked with frontage roads providing access to Imperial Highway and Norwalk Boulevard/San Antonio Drive; the Rosecrans Avenue interchange also provides access to the southern portion of the area.

- **Major Highway** – five or six-lane divided roadways, with a right-of-way (ROW) of 100 feet and curb-to-curb width of approximately 80 feet. Imperial Highway, Rosecrans Avenue, and Pioneer Boulevard all meet this criteria and would continue to under buildout of the Specific Plan.

- **Boulevard I** – this new category refers to roadways with two lanes in each direction, a continuous median with left turn lanes, and complete streets elements including protected bikeways and signalized pedestrian crossings. While technically meeting the definition of a major highway with at least 100' ROW, these roadways are intended to have lower speeds and accommodate pedestrian friendly retail and residential uses along each side than the roadways mentioned above.

- **Boulevard I –** this category refers to other segments of 100' ROW boulevards which have only one through lane in each direction, along with medians, left turn lanes, bikeways, signalized and unsignalized pedestrian crossings, and on-street parking. Traffic volumes along Boulevard I segments are intended to be below 20,000 ADT, and speed should be lower than in Boulevard II or major highway roadways. Portions of San Antonio Drive and Firestone Boulevard with lower traffic volumes are classified as Boulevard I.

- **Boulevard Connector** – this category refers to streets which connect the southern end of San Antonio drive to the five points intersection. This designation is required by the creation of the linear park replacing the southbound segment of San Antonio Drive between Orange Avenue and the Five Points intersection. Streets can be one-way or two-way, but are limited to a single lane in which direction of

travel, with volumes less than 10,000 ADT. Roadway design varies but appropriate width for emergency vehicle access must be maintained. The roadways which meet these criteria are orange Ave. and the northbound segment of San Antonio Drive south of Orange Avenue.

- **Secondary Highway** - secondary highways are two to three lanes, with target ADTs under 10,000, and ROW approximately 80'. They distribute traffic between local streets, major arterials, and boulevards, and play an important connecting role in the bicycle network. Foster Road and Woods Avenue meet this definition.

- **Main Street** - this new category refers to Front Street, which has very low ADTs and speeds, but a high level of pedestrian traffic and placemaking. The street is intended to be designed with one way traffic, diagonal parking, and widened sidewalks.

- **Local** – local roadways provide access to abutting land uses and should be hospitable for all modes of transportation. Traffic calming devices can be used where necessary to keep feeds at a level that allows for safe mixing of transportation modes. ROW widths vary from 45' to approximately 60'. One new local roadway is proposed connecting Woods Avenue with Pioneer Boulevard south of Imperial Highway; this roadway has a ROW of 60' with 38 feet curb-to-curb.

Future development associated with the Proposed Plan would not conflict with or interfere with any adopted policies, plans or programs related to public transit, bicycle, or pedestrian facilities. Furthermore, the Proposed Plan would support future multimodal opportunities within the City. The Front Street Historic District would provide a revitalized historic main street and entertainment district that would promote pedestrian safety through road reconfigurations and sidewalk extensions. Additionally, the Front Street Historic District would be connected to the Norwalk Railway Corridor pedestrian/bicycle trail. The Town Square District would result in the reconfiguration of San Antonio Drive to create a linear park with neighborhood-serving amenities, the creation of a gateway plaza with public space and outdoor dining, as well as a simplified and compact intersection that improves safety and traffic flow. The Triangle District would place an emphasis on active transportation, public transportation, and sustainability. The proposed corridors include the Firestone Corridor, the San Antonio Corridor, and the Norwalk Railway Corridor. The Firestone Corridor would promote a signature boulevard that provides attainable housing options as well as a pass-through that connects to the Front Street District to create a calmer and more livable environment. The San Antonio Corridor would serve as the backbone of Norwalk's revitalized bikeway system that can connect the Front Street Historic District and Civic Center to the Town Square District. Additionally, this corridor would provide retail and dining services for nearby senior, multifamily, and single-family housing. The Norwalk Railway Corridor would provide a greenway that would accommodate pedestrians and cyclists and run parallel to the existing railroad.

In addition to the planned districts and corridors, the Plan Area is located in a Connect SoCal PDA which supports focusing regional growth in areas with planned or existing transit stops, which is key to achieving equity, economic, and environmental goals. It is located within a High-Quality Transit Corridor and conforms with the aligned transportation and housing planning used to develop the RHNA allocation. The Proposed Plan would result in the development of residential uses within ½ mile of high frequency transit, which includes several LA Metro bus lines. This would contribute greatly to Connect SoCal's land use and transportation strategies targeted towards increasing mobility options and a more sustainable growth pattern to reach greenhouse gas reduction targets.

The City would ensure that future development accommodated through the Proposed Plan would coordinate with LA Metro and other local transportation agencies for bicycle facilities and transit routes that are maintained and regulated at the county/regional level. The Proposed Plan would be consistent with programs, plans, ordinances, and policies addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities. Future development associated with the Proposed Plan would not conflict with or interfere with any adopted policies, plans or programs related to public transit, bicycle, or pedestrian facilities.

Significance Before Mitigation

This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Impact TRA-2 Conflict or be inconsistent with *CEQA Guidelines* section 15064.3(b).

The City of Norwalk has not adopted CEQA thresholds for VMT and therefore this analysis relies on Los Angeles County Traffic Analysis Guidelines.[12] The following threshold of significance will be utilized to evaluate the potential transportation impacts of the Proposed Plan:

- A project will be considered to have an impact if it generates VMT per capita, per employee, or per service population in excess of 16.8 percent less than the existing VMT per capita, per employee or per service population for the County of Los Angeles.

The purpose of the transportation analysis is to identify potential transportation system deficiencies resulting from vehicle trips generated by the employment and population growth anticipated from implementation of the Proposed Plan. The Los Angeles County guidelines state daily vehicle trips, daily VMT, and daily total VMT per service population for land use plans should be estimated using the SCAG RTP/SCS Travel Demand Forecast Model. As shown in **Appendix 3.11**, Iteris, Inc., conducted a VMT Analysis for the Proposed Plan in accordance with Los Angeles County Traffic Analysis Guidelines and the SCAG RTP/SCS Travel Demand Forecast Model.

Existing Plus Proposed Plan VMT Impact

Applying the described land use projections, Countywide VMT (i.e., regional average) and Plan Area VMT outputs were developed using the SCAG model. In addition, consistent with LA County guidelines, VMT reduction strategies included as project features were considered in the VMT calculations of the existing plus project scenario. These features include new bicycle lanes, affordable housing, increased land use density, and reduced residential parking requirements. **Table 3.11-2** summarizes the daily Countywide VMT per service population for the existing scenario and Plan Area daily VMT per service population for the existing plus project scenario. Detailed VMT calculations are provided in **Appendix 3.11**.

12 Los Angeles County Public Works Department, *Transportation Impact Analysis Guidelines*, 2020. Available online at: https://dpw.lacounty.gov/traffic/docs/Transportation-Impact-Analysis-Guidelines-July-2020-v1.1.pdf, accessed August 6, 2024.

Table 3.11-2
Existing VMT Compared to Existing Plus Plan VMT

Area	Total Home-based VMT per day	Total Work-based VMT / day	Total Other VMT / day	Population	Employees	Service Population	VMT/Service Population
Existing	295,897	177,039	357,615	20,742	8,325	29,067	16.3
Existing plus Plan	319,298	161,796	332,114	27,535	7,537	37,086	13.7

*Source: **Appendix 3.11** to this Draft EIR.*
Note: The methodology for calculating population for VMT analysis differs from the methodology for calculating population for purposes of determining impacts related to public services and utilities. Therefore, some differences in projected population occur throughout this EIR.

As shown in **Table 3.11-2**, the existing plus project VMT per service population for the Plan Area is forecast to be 13.7, while the existing Countywide VMT per service population is currently 17.2. As such, 16.8 percent below existing countywide VMT per service population is 14.3. Therefore, the existing plus project Plan Area VMT per service population (13.7) is not forecast to exceed the described CEQA threshold. Thus, this impact is considered less than significant.

Horizon Year (2040) VMT

In addition to the impact analysis provided above, supplemental outputs from the Plan's horizon year (i.e., future year 2040) scenario are presented for informational purposes to demonstrate potential changes in VMT under implementation of the Proposed Plan. As discussed above, the Plan's VMT impact is less than significant under the applicable CEQA threshold pursuant to County guidelines.

Table 3.11-3 summarizes the daily Countywide VMT per service population for the future year 2040 scenario (without Plan) and Plan Area daily VMT per service population for the future year 2040 with Plan scenario.

Table 3.11-3
Future 2040 No Plan VMT Compared to Future 2040 Plus Plan VMT

Area	Total Home-based VMT per day	Total Work-based VMT / day	Total Other VMT / day	Population	Employees	Service Population	VMT/Service Population
Future Year 2040 w/ No Plan	275,565	182,879	348,175	21,432	9,649	31,081	14.7
Future Year 2040 w/ Plan	283,576	166,386	322,674	28,225	8,861	37,086	12.1

Source: ***Appendix 3.11*** *to this Draft EIR.*

As shown in **Table 3.11-3** and similar to the existing plus Plan scenario above, the 2040 Plan Area VMT per service population (12.1) is also forecast to be more than 16.8% below the regional average VMT per service population. These reductions are due to the increase in the forecasted population and employment in the Plan Area, which is located within proximity to transit, increasing the potential for transit ridership, as well as an increase in active modes of transportation such as walking and biking. In addition, future year VMT reductions would be due to future planned development and transportation improvements that would change travel patterns to reduce vehicle travel distance and use of non-vehicle modes throughout the southern California region.

Significance Before Mitigation

This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Impact TRA-3 **Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).**

The proposed roadway improvements included in the Proposed Plan will be designed to City and State engineering design standards to meet sight distance requirements, including visibility of pedestrians and bicyclists. The Proposed Plan does not propose any incompatible uses that would increase hazards. As a result, the Proposed Plan will have a beneficial impact on geometric design features and incompatible uses. In addition, future development projects associated with implementation of the Proposed Plan are not anticipated to result in inadequate design features or incompatible uses. Through the City's development review process, future development projects would be evaluated to determine the appropriate land use permit for authorizing their use and the conditions for their establishment and operation. Future development projects would be evaluated on a case-by-case basis to ensure that adequate access and circulation to and within the Plan Area would be provided. Access to development sites would be required to comply with all applicable Municipal Code and City design standards, which may be reviewed by the Los Angeles County Fire Department (LACFD) to ensure that inadequate design features or incompatible uses do not occur. The development review by the City and LACFD would also ensure that structures are designed to meet the current local and regional standards, and that adequate emergency access is provided. Therefore, implementation of the Proposed Plan would not substantially increase hazards due to a geometric design feature or incompatible uses; and impacts would be less than significant.

Significance Before Mitigation

This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Impact TRA-4 **Result in inadequate emergency access.**

The Proposed Plan does not include elements that would impede emergency vehicle access. The LACFD adopted the California Fire Code (CFC) which requires standards for access by fire apparatus. A fire apparatus access road is a road that provides fire apparatus access from a fire station to a facility, building

or portion thereof. This is a general term inclusive of all other terms such as fire lane, public street, private street, parking lot lane and access roadway. Standards related to fire apparatus access roads under the CFC include:

- Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds.

- Roads 20 to 26 feet in width shall have fire lane signs posted on both sides of fire apparatus access.

- Buildings or facilities exceeding 30 feet or three stories in height, more than 62,000 feet of gross building area or projects having more than 100 dwelling units shall have at least two means of fire apparatus access for each structure.

Each of the standards would be applied to future development under the Proposed Plan. The proposed roadway improvements included in the Proposed Plan will be designed to conform with the LACFD standards for access. Future development projects associated with implementation of the Proposed Plan would be required to comply with the City's development review process.

Primary evacuation routes within the Plan Area, as identified in by Los Angeles County Department of Public Works, include the Santa Ana Freeway, Imperial Highway, and San Antonio Drive.[13] During construction, temporary road closures may be necessary; however, alternative evacuation routes along San Antonio Drive would be available. The City and the Los Angeles County Fire Department would review potential road closures associated with the Proposed Plan to ensure proper emergency access is established during construction of future development projects. Once operational, these primary evacuation routes could still be utilized in the event of an emergency, however due to the reduction in capacity on San Antonio Drive, it may be appropriate to utilize Pioneer Boulevard and Rosecrans Avenue for evacuation purposes. The City and the LACFD would review potential road closures associated with the Proposed Plan to ensure proper emergency access is established during construction of future development projects. Further, development projects would also be required to comply with all applicable state building codes outlined by the California Building Code for construction and access to the site during both construction and operational phases. Once operational, these primary evacuation routes would still be utilized in the

13 County of Los Angeles Department of Public Works, *Disaster Route Maps – Norwalk*. Available online at: https://dpw.lacounty.gov/dsg/DisasterRoutes/map/Norwalk.pdf, accessed April 11, 2024.

event of an emergency and overall, the Proposed Plan would not result in inadequate emergency access. Therefore, impacts are less than significant.

Significance Before Mitigation

This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

3.11.6 CUMULATIVE IMPACTS

Los Angeles County Traffic Analysis Guidelines includes methodologies for evaluating cumulative impacts. Short-term effects are evaluated through project-level VMT analysis. Long-term, or cumulative impacts are evaluated through a project's consistency with the SCAG RTP/SCS. The Connect SoCal RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and GHG reduction targets. As such, projects that are consistent with the RTP/SCS in terms of development location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. As demonstrated above, the Proposed Plan is consistent with the SCAG RTP/SCS and therefore would have a less than significant cumulative impact on VMT and the transportation system.

3.11.7 REFERENCES

California Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA.* 2018. Available online at: https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf, accessed August 2, 2024.

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3.12 UTILITIES AND SERVICE SYSTEMS AND ENERGY

INTRODUCTION

This section analyzes the environmental effects related to utilities and service systems associated with implementation of the Proposed Plan. It discusses water and wastewater infrastructure as well as solid waste facilities. Issues related to water quality, drainage and infiltration patterns, and flood hazards are discussed in ***Section 3.6, Hydrology and Water Quality****.*

3.12.1 ENVIRONMENTAL SETTING

3.12.1.1 Water Supply

The City of Norwalk is served water by five retail water agencies: the City of Norwalk Municipal Water System, Liberty Utilities, Golden State Water Company, City of Santa Fe Springs, and the City of Cerritos. The City's service area can best be described as a predominantly residential single- and multi-family community. The City's service area encompasses 9.8 square miles in southeast Los Angeles County, maintaining approximately 5,389 service connections with a mixture of residential, commercial, industrial, and landscape irrigation customers. In 2020, the City had a per capita water use of 91.1 gallons per capita daily.[1]

The Norwalk Municipal Water System consists of three well sites, 35 miles of pipeline including domestic and high pressure fire lines, maintains 450 fire hydrants and three landscaping areas, and meets all health standards, rules, and regulations of State and County Health Departments.[2] On average, 65 percent of the City's source water is imported water, 31 percent is local ground water supply in the Central Basin, and the remining 4 percent of the City's source water is recycled water. The water in Norwalk is imported from the Central Basin Municipal Water District (CBMWD), City of Santa Fe Springs, and City of Cerritos, and includes groundwater from the Central Basin, and recycled water from CBMWD. CBMWD provides recycled water from Los Angeles County Sanitation District's (LACSD) wastewater. Recycled water supply is delivered through CBMWD's recycled water system comprised of two systems: E. Thornton Ibbetson Century System and Esteban E. Torres Rio Hondo Water Recycling System. The City has one connection (Turnout No. 16) for imported water that connects to CBMWD's potable water pipeline system.

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1 City of Norwalk, *2020 Urban Water Management Plan,* June 2021. Available online at: https://www.norwalk.org/home/showpublisheddocument/27151/637947047386700000, accessed April 12, 2024.

2 City of Norwalk, "Water & Sewer Services." Available online at: https://www.norwalk.org/city-hall/departments/public-services/water-sewer-services, accessed April 12, 2024.

The City pumps groundwater from the Central Groundwater Basin, which is one of five adjudicated groundwater sub-basins in the Los Angeles Basin. As an adjudicated groundwater basin, the courts have assigned specific water rights to water users within the Central Basin via an Adjudication Judgement, which likewise compels the cooperation of groundwater users who might otherwise refuse to limit their pumping. Adjudication is in place for 22 groundwater basins in California, where development pressures have overwhelmed limited aquifers and Adjudication Judgements are imposed to achieve and maintain groundwater sustainability. Adjudicated groundwater basins are exempt from the requirements of Senate Bill (SB) 610, as discussed below under State regulations, because the Adjudication Judgement essentially achieves the same goals as a Water Supply Assessment.

The Central Basin is located in central Los Angeles County and spans an area that underlies the entire City of Norwalk and beyond. The Central Basin has a surface area of 277 square miles of mostly flat to hilly terrain. Water-bearing deposits of the Central Basin include unconsolidated marine and alluvial sediments deposited over time. Percolation from precipitation, subsurface inflows from the San Gabriel Basin through the Whittier Narrows, and surface flows from local rivers and streams naturally replenish groundwater. The Central Basin is mostly urbanized and soil surfaces have been paved, limiting percolation to a small portion of the basin's soils. However, the Central Basin receives additional replenishment from the San Gabriel and Rio Hondo Spreading Basins, which receive a blend of imported water and recycled water. The Central Basin was adjudicated in 1965 and the California Department of Water Resources (DWR) was appointed Watermaster.

The total allotted pumping right from the Central Basin from all wells is 233,894 acre-feet per year (AFY), while the total allotted pumping rights for the City of Norwalk is 2,273 AFY. Annual water use since 2015 has ranged from about 1,911 AF to 2,238 AF (average 2,085 AF per year).[3] **Table 3.12-1, Norwalk Water Demand and Supply,** shows the projected water demand and supplies of the Water Service Division through 2045.

3 City of Norwalk, *2020 Urban Water Management Plan*, Jun 2021. Available online at: https://www.norwalk.org/home/showpublisheddocument/27151/637947047386700000, accessed April 12, 2024.

Table 3.12-1
Norwalk Water Demand and Supply

	2025	2030	2035	2040	2045
Average Year					
Projected Supply (AFY)	3,694	3,694	3,694	3,694	3,694
Projected Demand (AFY)	2,122	2,128	2,133	2,139	2,145
Surplus (Supply – Demand) AFY)	1,572	1,566	1,561	1,555	1,549
Single Dry Year					
Water Supply (AFY)	3,694	3,694	3,694	3,694	3,694
Water Demand (AFY)	2,185	2,191	2,197	2,203	2,209
Surplus (Supply – Demand) AFY)	1,509	1,503	1,497	1,491	1,405
Multiple-dry years (2021-2025)					
Water Supply (AFY)	3,694	3,694	3,694	3,694	3,694
Water Demand (AFY)	2,223	2,224	2,225	2,227	2,228
Surplus (Supply – Demand) AFY)	1,471	1,470	1,469	1,467	1,466
Multiple-dry years (2026-2030)					
Water Supply (AFY)	3,694	3,694	3,694	3,694	3,694
Water Demand (AFY)	2,229	2,230	2,232	2,233	2,234
Surplus (Supply – Demand) AFY)	1,465	1,464	1,462	1,461	1,460
Multiple-dry years (2031-2035)					
Water Supply (AFY)	3,694	3,694	3,694	3,694	3,694
Water Demand (AFY)	2,235	2,236	2,238	2,239	2,240
Surplus (Supply – Demand) AFY)	1,459	1,458	1,456	1,455	1,454
Multiple-dry years (2036-2040)					
Water Supply (AFY)	3,694	3,694	3,694	3,694	3,694
Water Demand (AFY)	2,241	2,243	2,244	2,245	2,246
Surplus (Supply – Demand) AFY)	1,453	1,451	1,450	1,449	1,448
Multiple-dry year (2041-2045)					
Water Supply (AFY)	3,694	3,694	3,694	3,694	3,694
Water Demand (AFY)	2,247	2,249	2,250	2,251	2,252
Surplus (Supply – Demand) AFY)	1.447	1,445	1,444	1,443	1,442

AFY= Acre-feet per year
Source: City of Norwalk. 2020. 2020 Urban Water Management Plan. Available at: https://www.norwalk.org/home/showpublisheddocument/27151/637947047386700000, accessed April 12, 2024.

Table 3.12-1 shows that the City projects sufficient water supply available during all scenarios to meet future demands through 2045. Water demand for the Plan Area based on existing land uses is shown in **Table 3.12-2, Plan Area Estimated Existing Annual Water Demand.**

Table 3.12-2
Plan Area Estimated Existing Annual Water Demand

Land Use	Employees[1] or Dwelling Units	Daily Water Use Rate (GPD per unit)[2]	Water Demand (GPD)[3]	Water Generation (AFY)
Residential	3,314 dwelling units	191	632,974	708
Commercial	1,229 employees	75	92,175	79
Industrial	121 employees	133	16,093	18
Institutional	221 employees	75	16,575	18
		Total	**757,817**	**824**

1. Employees for commercial, industrial, and institutional uses based on the existing land use square footage and calculated based on square feet per employee (See Section 3.9, Population and Housing. Numbers are rounded to the nearest whole number).
2. Source: LADWP, 2021, 2020 Urban Water Management Plan, Exhibit 2F – Base Year Water Unit Factors (2014). Available online at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf
3. Source: City of Norwalk, 2021, 2020 Urban Water Management Plan – Table 2.5: 2020 Water Demands (AF).

As shown in **Table 3.12-2,** existing development in the Plan Area has an annual water demand of approximately 757,817 gallons of water per day, or 824 acre-feet per year.

3.12.1.2 Wastewater

The City of Norwalk's sewage system serves the area consisting of all lands within its jurisdictional boundaries as well as a portion of the City of Santa Fe Springs at the northern and southeastern abutment of the City. At the time of the adoption of the City of Norwalk Wastewater System Sewer Management Plan Update (SSMP) in 2014, the existing sewer collection system consists of approximately 164 miles of sewer lines ranging in size from 6-inches to 18-inches in diameter, including 16 siphons. The City also owns three sewer lift stations with approximately 162 feet of force main.[4]

The City operates and maintains the local sewer collection pipes that feed into the Los Angeles County Sanitations Department's (LACSD) trunk sewer system to convey wastewater to LACSD's Los Coyotes Water Reclamation Plant (WRP) where it is treated, recycled, and/or disposed.[5] Treatment at the Los Coyotes WRP includes primary, secondary, and tertiary treatment for wastewater up to 37.5 million gallons per day (MGD). According to a service letter prepared for the Norwalk Entertainment District, the Los

4 City of Norwalk, *Wastewater System SSMP Final Report*, 2009, 2014 (Update), available online at: https://www.norwalk.org/home/showpublisheddocument/26021/637677474953470000, accessed April 12, 2024.

5 City of Norwalk, *2020 Urban Water Management Plan*, June 2021. Available online at: https://www.norwalk.org/home/showpublisheddocument/27151/637947047386700000, accessed April 12, 2024.

Coyotes WRP currently processes an average flow of 23.1 MGD.[6] LACSD is a public agency created under State law to manage wastewater and solid waste on a regional scale. LACSD consists of 24 independent special districts across the County of Los Angeles. Norwalk is located primarily in LACSD Districts No. 2 and 18. These Districts are participants of a Joint Outfall Agreement, which provides for the operations and maintenance of an interconnected Joint Outfall System (JOS). The JOS utilizes seven treatment plants and over 1,200 miles of trunk sewers that provides regional wastewater treatment for Los Angeles County, covering an extensive area that includes 73 cities and unincorporated county territory.[7] At various times throughout the year, the City's wastewater is diverted and sent to LACSD's Joint Water Pollution Control Plant (JWPCP) in Carson, California, where it undergoes treatment for disposal. The JWPCP is the hub of the JOS. It is the largest facility on the system. It provides centralized processing of solids removed during wastewater treatment for all of the JOS plants, producing electricity and reusable biosolids in the process. The JWPCP treats an average of 260 million gallons of wastewater per day. Following treatment, the water is discharged through a network of outfalls extending one and a half miles off the Palos Verdes Peninsula at a depth of approximately 200 feet.

Wastewater generation associated with the existing land uses in the Plan Area are shown in **Table 3.12-3, Existing Plan Area Wastewater Generation.**

Table 3.12-3
Existing Plan Area Wastewater Generation

Land Use	Size (sf) or dwelling units	Generation Rates (GPD per 1,000 sf or du)	Wastewater Generation (GPD)
Residential	3,134 dwelling units	150	470,100
Commercial	1,513,737 square feet	50	75,687
Industrial	290,388 square feet	50	75,687
Institutional	360,341 square feet	120	43,241
		Total	**664,715**

Source: City of Los Angeles, 2019, Sewage Generation Factors Chart. Available at: https://engpermitmanual.lacity.org/sewer-s-permits/technical-procedures/sewage-generation-factors-chart, accessed July 19, 2024.

6 Los Angeles County Sanitation District, *NOP Response to Norwalk Entertainment District – Civic Center Specific Plan Project*. 2022. Available online at: https://www.norwalk.org/home/showpublisheddocument/27021/637921805324530000, accessed August 15, 2024.

7 Los Angeles County Sanitation District, "Wastewater Treatment Process at JWPCP." Available online at: https://www.lacsd.org/services/wastewater-sewage/facilities/ak-warren-water-resource-facility/wastewater-treatment-process, accessed August 21, 2024.

3.12.1.3 Solid Waste

An important part of the City's solid waste management programs is the regular curbside collection of recyclables. This program accepts many products, such as glass and plastic bottles, aluminum and steel cans, newspapers and junk mail. The City also offers a household hazardous and electronic waste collection program, a residential green waste collection program, and bulky item pickup services. The City also provides dedicated containers to single-family homes and multifamily complexes to collect landscaping waste, food scraps, and fiber-base food-soiled paper. In 2018, the Norwalk City Council selected Athens Service as its solid waste service provider. Athens Service picks up solid waste and utilizes several different waste transfer stations within the region, which transport the waste to four different landfills. **Table 3.12-4, Landfills Serving Norwalk,** show the various landfills and their respective daily permitted capacities.

Table 3.12-4
Landfills Serving Norwalk

Name	Maximum Daily Permitted Tonnage (tons)	Maximum Permitted Capacity (tons)	Remaining Capacity (tons)
Mid-Valley Sanitary Landfill[1]	7,500	101,300,000	54,219,377
San Timoteo Sanitary Landfill[2]	2,000	23,685,785	12,360,396
Frank R. Bowerman Sanitary Landfill[3]	11,500	266,000,000	205,000,000
Savage Canyon Landfill[4]	3,350	19,337,450	9,510,833

[1] *CalRecycle, SWIS Facility/Site Activity Details – Mid-Valley Sanitary Landfill. Available online at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1880?siteID=2662, accessed August 7, 2024.*
[2] *CalRecycle, SWIS Facility/Site Activity Details – San Timoteo Sanitary Landfill. Available online at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1906?siteID=2688, accessed August 7, 2024.*
[3] *CalRecycle, SWIS Facility/Site Activity Details – Frank R. Bowerman Landfill. Available online at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2767?siteID=2103, accessed August 7, 2024.*
[4] *CalRecycle, SWIS Facility/Site Activity Details – Savage Canyon Landfill. Available online at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3494?siteID=1399, accessed August 7, 2024.*

Solid waste generated by existing uses in the Plan Area are shown in **Table 3.12-5, Plan Area Existing Solid Waste Generation.** According to CalRecycle, this waste generation includes all materials discarded, whether or not they are later recycled or disposed in a landfill.[8]

8 CalRecycle, *Estimated Solid Waste Generation Rates*. Available online at https://www2.calrecycle.ca.gov/wastecharacterization/general/rates, accessed July 23, 2024.

Table 3.12-5
Plan Area Existing Solid Waste Generation

Land Use	Quantity	Generation Rate	Solid Waste Generation		
			Pounds per day	Tons per day	Cubic yards per day
Residential	3,134 du	4 lbs/unit/day	12,536	6.268	7.438
Commercial	1,513,737 sf	2.5 lbs/1,000 sq ft/day	3,784	1.892	2.245
Industrial	290,388 sf	5 lbs/1,000 sq ft/day	1,452	0.726	0.862
Institutional	360,341 sf	0.07 lbs/sq ft/day	25,224	12.612	14.965
		Total	**42,996**	**21.50**	**25.51**

Source: CalRecycle, Estimated Solid Waste Generation Rates. Available at https://www2.calrecycle.ca.gov/wastecharacterization/general/rates, accessed July 23, 2024.

As shown in **Table 3.12-5,** the Plan Area currently produces 42,996 pounds of solid waste per day, or 21.450 tons per day.

3.12.1.4 Electrical Service

The City of Norwalk receives electrical service from South California Edison (SCE). SCE's service area spans much of Southern California – from Orange and Riverside counties in the south to Santa Barbara County in the West to Mono County in the north. The SCE's total electricity consumption within its service area was 107,876 gigawatt-hours (GWh) in 2022.[9] Sources of electricity sold by SCE were:

- 33.2 percent renewable energy, primarily from solar and wind
- 3.4 percent large hydroelectric
- 24.7 percent natural gas
- 8.3 percent nuclear
- 30.3 percent unspecified sources (not traceable to specific sources).[10]

9 California Energy Commission, *Electricity Consumption by Planning Area*, 2022. Available online at: http://www.ecdms.energy.ca.gov/elecbyplan.aspx, accessed April 15, 2024.

10 Southern California Edison, *2022 Power Content Label – Southern California Edison*, 2022. Available online at: https://www.sce.com/sites/default/files/custom-files/PDF_Files/SCE_2022_Power_Content_Label_B%26W.pdf, accessed April 15, 2024.

3.12.1.5 Natural Gas

Natural gas is provided to the City by the Southern California Gas Company (SoCal Gas). SoCal Gas' service area spans a majority of southern California, from Imperial County on the southeast to San Louis Obispo County to the northwest, to parts of Fresno County to the north, to Riverside County and most of San Bernardino to the east. The Plan Area would be supplied natural gas by SoCal Gas. The total gas consumption in the SoCalGas service area was approximately 6,566 million therms in 2022.[11]

3.12.1.6 Telecommunications

The City of Norwalk communication services are offered regionally by franchised telecommunications providers like AT&T and Spectrum.

3.12.2 REGULATORY FRAMEWORK

Federal, State, and local regulations applicable to utilities and service systems are presented below. This setting addresses issue areas relevant to utilities and service systems, including water supply, wastewater, and solid waste.

3.12.2.1 Federal

Clean Water Act of 1972, as amended (CWA)

The law was originally enacted as the Federal Water Pollution Control Act (FWPCA; Public Law 92–500) in 1948 but took on its modern form when completely rewritten in 1972 in an act entitled the Federal Water Pollution Control Act Amendments of 1972, now commonly known as the Clean Water Act. Major changes have subsequently been introduced via amendatory legislation including the Clean Water Act of 1977 and the Water Quality Act of 1987.

The Clean Water Act (CWA) is the primary federal law in the United States governing water pollution. Its objective is to restore and maintain the chemical, physical, and biological integrity of the nation's waters by preventing point and nonpoint pollution sources, providing assistance to publicly owned treatment works for the improvement of wastewater treatment, and maintaining the integrity of wetlands. It is one of the United States' first and most influential modern environmental laws. As with many other major U.S. federal environmental statutes, it is administered by the U.S. Environmental Protection Agency (U.S. EPA),

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11 California Energy Commission, *Natural Gas Consumption by Planning Area*, 2022. Available online at: http://www.ecdms.energy.ca.gov/gasbyplan.aspx, accessed April 15, 2024.

in coordination with state governments. Its implementing regulations are codified at 40 C.F.R. Subchapters D, N, and O (Parts 100-140, 401-471, and 501-503).

Section 303(d)

Section 303(d) of the Federal CWA requires the SWRCB to list impaired water bodies and determine TMDLs of pollutants or other stressors that are contributing excessively to these impaired waters.

Section 401 – Water Quality Certification

Section 401 establishes the basic structure for regulating discharges of pollutants into the waters of the U.S. and regulating quality standards for surface waters. Under the CWA, the U.S. EPA has implemented pollution control programs such as setting wastewater standards for industries and surface waters.

Section 402

Section 402 establishes the National Pollutant Discharge Elimination System (NPDES) permit process. In California, NPDES permitting authority is delegated to, and administered by the nine RWQCBs. Pursuant to Section 402, a discharge of any pollutant from a point source into navigable waters, are prohibited unless an NPDES permit is obtained. Point sources are discrete conveyances such as pipes or manmade ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

Section 402(p) establishes that storm water permits are required for discharges from a municipal separate storm sewer system (MS4) serving a population of 100,000 or more. U.S. EPA defines an MS4 as a conveyance or system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drains) owned or operated by a State (40 CFR 122.26(b)(8)).

Section 404 – Discharge of Dredge or Fill Material

Section 404 of the federal CWA is administered and enforced by the U.S. Army Corps of Engineers (USACE). Section 404 of the CWA establishes a program to regulate the discharge of dredged and fill material into waters of the United States, including wetlands. USACE administers the day-to-day program, including the determination of eligibility of project for use of Categorical Exclusions and Nationwide Permits, and review and consideration of individual permit decisions and jurisdictional determinations. USACE also develops policy and guidance; and enforces Section 404 provisions.

3.12.2.2 State

Water Supply

Urban Water Management Planning Act

California State Assembly Bill 797 (California Water Code Section 10610, et seq.), adopted in 1983, requires every urban water supplier providing water for municipal purposes to more than 3,000 customers or more than 3,000 acre-feet of water on an annual basis to prepare an Urban Water Management Plan (UWMP). The intent of the UWMP is to assist water supply agencies in water resource planning given their existing and anticipated future demands. UWMPs must be updated every five years, in years ending in zero and five.

Senate Bills 610 and 221

SB 221 (Kuehl) amended the Subdivision Map Act, and SB 610 (Costa) amended Part 2.10 of the *California Water Code* regarding water supply availability. These amendments took effect on January 1, 2002, and require generally that water retail providers demonstrate that sufficient and reliable sources are available in order for local agencies to evaluate large-scale developments and complete the environmental review process.

SB 610 requires cities and counties that determine a project is subject to CEQA to identify any public water system that may supply water for the project, and to require those public water systems to prepare a specified water supply assessment to be included in any environmental document prepared for the project. The assessment includes an identification of existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the proposed project and water received in prior years, pursuant to those entitlements, rights, and contracts. If the assessment concludes that water supplies are or will be insufficient, the public water system shall also submit plans for acquiring additional water supplies.

SB 221 requires written verification from the applicable public water system that sufficient water supply is available for a subdivision of property of more than 500 dwelling units prior to approval of a tentative or parcel map.

Water Conservation Act of 2009 (Senate Bill X7-7)

The Water Conservation Act of 2009 (also known as Senate Bill X7-7) established a statewide water conservation target of 20 percent reduction in water use by 2020 compared to the State's 2005 baseline use. The Act requires that retail water suppliers define in their 2010 urban water management plans the gallons

per capita per day (gpcd) targets for 2020, with an interim 2015 target. The legislation also requires the California Department of Water Resources, in consultation with other state agencies, to develop a single standardized water use reporting form, which would be used by both urban and agricultural water agencies.

Wastewater

California Code of Regulations Title 22

The California Code of Regulations Title 22, Division 4, Chapter 3, Sections 60301 through 60355 are used to regulate recycled wastewater and are administered jointly by the CDPH and the RWQCBs. Title 22 contains effluent requirements for four levels of wastewater treatment, from undisinfected secondary recycled water to disinfected tertiary recycled water. Higher levels of treatment have higher effluent standards, allowing for a greater number of uses under Title 22, including irrigation of freeway landscaping, pasture for milk animals, parks and playgrounds, and vineyards and orchards for disinfected tertiary recycled water.

Salt concentrations (such as chloride, nitrogen, sodium, etc.) in the effluent are regulated based on the Water Quality Control Plan (Basin Plan) for the Los Angeles Region, which also considers local groundwater quality. Recycled water quality goals for salts and other constituents would vary depending on the intended irrigation recipients. The RWQCB will develop waste discharge requirements based on the Basin Plan, designed to protect beneficial uses of the State waters. The RWQCB Basin Plan contains an antidegradation policy so that existing quality shall be maintained.[12]

Solid Waste

Assembly Bill 939 and Senate Bill 1016

The California Integrated Waste Management Act of 1989, or Assembly Bill 939, established the Integrated Waste Management Board, required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of all solid waste generated (from 1990 levels), beginning January 1, 2000, and divert at least 75 percent by 2010. Projects that would have an adverse effect on waste diversion goals are required to include waste diversion mitigation measures to assist in reducing these impacts to less-than-significant levels. With the passage of Senate Bill 1016 (the Per Capita Disposal Measurement System) in 2006, only per capita disposal rates are measured to determine if a jurisdiction's

12 California Water Boards, *Plans and Policies – Antidegradation*, 2022. Available online at: https://www.waterboards.ca.gov/plans_policies/antidegradation.html, accessed on October 19, 2022.

efforts are meeting the intent of Assembly Bill 939. Therefore, the 50 percent diversion requirement should be measured in terms of per-capita disposal expressed as pounds per person per day.

Assembly Bill 341 and Senate Bill 1383

The purpose of AB 341 of 2011 (Chapter 476, Statutes of 2011) is to reduce greenhouse gas (GHG) emissions by diverting commercial solid waste to recycling efforts and to expand the opportunity for additional recycling services and recycling manufacturing facilities in California. In addition to Mandatory Commercial Recycling, AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020.

SB 1383 of 2016 (Chapter 395, Statutes of 2016) established the following goals: a 50 percent reduction in the level of the statewide disposal of organic waste from 2014 levels by 2020, and a 75-percent reduction in the level of the statewide disposal of organic waste from 2014 levels by 2025. This bill also authorized CalRecycle to adopt regulations, to take effect on or after January 1, 2022, to achieve these targets.

Assembly Bill 1826

AB 1826 of 2014 (Chapter 727, Statutes of 2014) requires businesses that generate a specified amount of organic waste per week to arrange for recycling services for that waste, and for jurisdictions to implement a recycling program to divert organic waste from businesses subject to the law, as well as report to CalRecycle on their progress in implementing an organic waste recycling program. As of January 1, 2017, businesses that generate four cubic yards or more of organic waste per week shall arrange for organic waste recycling services.

Electrical and Natural Gas Service

Senate Bill 100

Titled "The 100 Percent Clean Energy Act of 2018," SB 100 sets a 2045 goal of powering all retail electricity sold in California and state agency electricity needs with renewable and zero-carbon resources, such as solar and wind energy that do not emit climate-altering greenhouse gases. The Bill also updates the State's Renewables Portfolio Standard to ensure that by 2030 at least 60 percent of California's electricity is renewable, and it requires the Energy Commission, Public Utilities Commission and the California Air Resources Board to use programs under existing laws to achieve 100 percent clean electricity and issue a joint policy report on SB 100 by 2021 and every four years thereafter.

3.12.2.3 Regional and Local

Water Supply

City of Norwalk General Plan

Applicable goals and policies from the *City of Norwalk General Plan* related to water supply are provided below:

Placement, Maintenance, and Phasing of Infrastructure

- **Citywide Objective:** To ensure that public infrastructure improvements are compatible with development.
- **Citywide Objective:** To ensure that public infrastructure is upgraded and installed in a timely manner to meet usage requirements and maximize cost efficiency.
- **Citywide Policy:** Encourage infrastructure improvements to be designed to complement the area in which they are located and sited so that they do not adversely impact existing structures.
- **Citywide Policy:** Continue to plan for and coordinate the implementation of infrastructure requirements to meet development demands.
- **Citywide Policy:** Establish mechanisms and fee structures which will enable the City of Norwalk to plan for and finance infrastructure improvements in accordance with new developments, and to eliminate deficiencies in the current system, including overloaded and hard to reach mains.

Water Supply

- **Citywide Objective:** To provide adequate water supply and delivery systems to meet the demands of new and existing development.
- **Citywide Policy:** Promote water conservation in both City operations and in private development to minimize the need for the development of new water sources and facilities. Conservation Element.

Conservation Element

- **Citywide Policy:** Encourage the use of drought-tolerant plant materials in compliance with the State of California Water Conservation in Landscaping Act.

City of Norwalk Municipal Code

Chapter 13.04, Water Service System: This chapter includes requirements for the connection to the water service system, including applying for water service, monthly rates and other fees and charges, capital improvement charges, the maintenance of water service pressure, and design requirements for water connections.

City of Norwalk Water Master Plan

The City of Norwalk's Water Master Plan evaluates the capacity of the City's existing water distribution system and develops assesses the funding needed to implement a capital improvement program. The plan develops a hydraulic model of the water system to analyze existing system operations and evaluates and prioritizes capital improvements necessary to fully utilize the City's water rights. The identification of existing and future system deficiencies over a planning period of ten year is utilized to develop a phased Water System Improvement Plan (WSIP). Additionally, the plan includes information for use by the City's Water Rate Consultant on the WSIP and a Financing Plan for projects to be considered within the water rate structure for the next five years.

Wastewater

City of Norwalk General Plan

Applicable goals and policies from the *City of Norwalk General Plan* related to wastewater are provided below:

Placement, Maintenance, and Phasing of Infrastructure

- **Citywide Objective:** To ensure that public infrastructure improvements are compatible with development.
- **Citywide Objective:** To ensure that public infrastructure is upgraded and installed in a timely manner to meet usage requirements and maximize cost efficiency.
- **Citywide Policy:** Encourage infrastructure improvements to be designed to complement the area in which they are located and sited so that they do not adversely impact existing structures.
- **Citywide Policy:** Continue to plan for and coordinate the implementation of infrastructure requirements to meet development demands.

- **Citywide Policy:** Establish mechanisms and fee structures which will enable the City of Norwalk to plan for and finance infrastructure improvements in accordance with new developments, and to eliminate deficiencies in the current system, including overloaded and hard to reach mains.

Sewer Replacement

- Citywide Objective: To provide adequate sewer systems to efficiently serve existing and future needs in Norwalk.

- **Citywide Policy:** Expand sewer collection systems to accommodate the needs of existing and planned development.

- **Citywide Policy:** Provide maintenance of the sewer systems in a manner that will ensure proper service to existing and new developments.

- **Citywide Policy:** Promote water conservation practices to reduce the sewage flows from existing and future developments.

- **Citywide Policy:** Promote the use of earthquake-resistant materials and construction design in all utility systems.

Solid Waste

County Los Angeles Integrated Waste Management Plan

The County of Los Angeles Integrated Waste Management Plan (IWMP) sets forth a regional approach for the management of solid waste through source reduction, recycling and composting, and environmentally safe transformation and disposal. The IWMP ensures that the waste management practices of cities and other jurisdictions in the County are consistent with the solid waste diversion goals of AB 939 through source reduction, recycling and composting programs, household hazardous waste management programs, and public education awareness programs. The IWMP calls for the establishment of 50 years of in-County permitted landfill capacity, as well as the County's support for the development of disposal facilities out of the County. Assessment of potential impacts to utilities and service systems is based on review of the Proposed Plan, and site conditions, analysis provided in the City of Norwalk's current UWMP and City and County information regarding utility-related issues, including water supply and facilities, wastewater facilities, and solid waste.

The County continually evaluates landfill needs and capacity through the preparation of the IWMP annual reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon

are addressed, in part, by determining the available landfill capacity. The most recent annual report is the 2021 report.[13]

City of Norwalk General Plan

Applicable goals and policies from the *City of Norwalk General Plan* related to solid waste are provided below:

Solid Waste Management

- **Citywide Objective:** To provide for the safe and efficient disposal of solid waste.
- **Citywide Policy:** Comply with the provisions of AB 939 to reduce solid waste.
- **Citywide Policy:** Encourage public and private recycling programs.
- **Citywide Policy:** Actively participate in regional provisions for solid waste disposal including material recovery and fuel production.
- **Citywide Policy:** Ensure adequate trash removal, installation and maintenance of trash receptacles on streets and in parks, and regular street sweeping.

City of Norwalk Municipal Code

Chapter 8.48, Solid Waste Handling and Recycling Services: This chapter regulates the collection of solid waste from commercial/industrial and residential premises and encourages recycling of solid waste materials. The chapter includes requirements related to residential and commercial recycling and the preparation of waste management plans for construction, demolition, and renovation projects in the City.

Electrical and Natural Gas Service

City of Norwalk General Plan

Applicable goals and policies from the *City of Norwalk General Plan* related to electricity, natural gas, and telecommunications are provided below

13 County of Los Angeles Department of Public Works, *Countywide Integrated Waste Management Plan – 2021 Annual Report*, 2022. Available online at: https://pw.lacounty.gov/epd/swims/ShowDoc.aspx?id=17450&hp=yes&type=PDF, accessed April 15, 2024.

Placement, Maintenance, and Phasing of Infrastructure

- **Citywide Objective:** To ensure that public infrastructure improvements are compatible with development.
- **Citywide Objective:** To ensure that public infrastructure is upgraded and installed in a timely manner to meet usage requirements and maximize cost efficiency.
- **Citywide Policy:** Encourage infrastructure improvements to be designed to complement the area in which they are located and sited so that they do not adversely impact existing structures.
- **Citywide Policy:** Continue to plan for and coordinate the implementation of infrastructure requirements to meet development demands.

Natural Gas

- **Citywide Objective:** To ensure adequate natural gas service to meet present and future needs of the City.
- **Objective:** To minimize the risks associated with any gas leakage and exposure.
- **Citywide Policy:** Coordinate with The Gas Company in upgrading or adding gas service lines to serve present and future needs of Norwalk.
- **Citywide Policy:** Encourage energy conservation in both public and private buildings.

Electricity

- **Citywide Objective:** To ensure adequate electricity service to meet present and future needs of Norwalk.
- **Citywide Policy:** Coordinate with Southern California Edison in upgrading and adding electrical service to serve present and future needs of Norwalk.
- **Citywide Policy:** Encourage energy conservation in both public and private buildings.

Telecommunications

- **Citywide Objective:** To ensure new and existing development will have necessary telecommunications facilities to serve the citizens and businesses of Norwalk.

- **Citywide Policy:** Encourage the development and expansion of telecommunications systems (including cable television and, as feasible, fiber optics), for purposes of entertainment, education, culture, communication, and other similar purposes.

3.12.3 IMPACTS AND MITIGATION MEASURES

3.12.3.1 Thresholds of Significance

The following thresholds for determining the significance of impacts related to utilities and service systems and energy are contained in the environmental checklist form contained in Appendix G of the most recent update of the *State CEQA Guidelines*. Adoption and/or implementation of the Proposed Plan could result in significant impacts regarding utilities and services systems and energy if any of the following would occur:

- 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.

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

- 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.

- 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.

- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

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

- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

3.12.3.2 Methodology

The analysis in this section focuses on the potential physical environmental effects of any relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities. If the Proposed Plan would not require the relocation or

construction of such facilities, it follows that there would not be a significant environmental impact. The analysis also evaluates the Proposed Plan's potential to exceed available water supplies, wastewater capacity, and the generation of solid waste in excess of capacity or applicable solid waste reduction goals.

The energy impact analysis focuses on the nature and magnitude of change in energy resources due to construction and operation of the Proposed Plan. To address the significance thresholds, the focus of this analysis is related to energy efficiency within the context of the existing regulatory environment. The methodology used to estimate the construction phase energy use is described in **Impact EN-1** below.

With respect to energy consumption during occupancy/operation, the increased electricity and natural gas demand due to operation/occupancy of the Proposed Plan were estimated using the CalEEMod emissions model. In addition, as the Proposed Plan would result in daily vehicle trips due to typical residential commutes, the increase in the consumption of petroleum-based fuel was calculated based on vehicle miles traveled (VMT).

3.12.4 ENVIRONMENTAL IMPACTS

Impact USS-1 **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.**

Water Supply

According to the City's Urban Water Management Plan, there are currently 5,389 active and inactive service connections in the City's water distribution system that are metered. Approximately 91 percent of the City's water demand is single and multi-family residential, while the remaining 9 percent of total demand is comprised of commercial, institutional, and industrial use along with irrigation for dedicated landscaping. Annual water usage since 2015 has ranged from approximately 1,911 AFY to 2,238 AFY, with an average of 2,085 AFY. The Proposed Plan would introduce new residential uses and reduce commercial, industrial, and institutional uses. **Table 3.12-6, Estimated Water Demand from Proposed Plan,** shows the total water demand associated with the Proposed Plan.

Table 3.12-6
Estimated Water Demand from Proposed Plan

Land Use	Employees[1] or dwelling units	Generation Rate (gpd/unit)[2]	Water Demand (GPD)[3]	Water Generation (AFY)
Residential	3,087 dwelling units	191	589,617	661
Commercial	-224 employees	75	-16,800	-19
Industrial	-8 employees	133	-1,064	-1
Institutional	-33 employees	75	-2,475	-3

1. *Note: Employees for commercial, industrial, and institutional based on the existing land use square footage and calculated based on square feet per employee (See Section 3.9, Population and Housing. Numbers are rounded to the nearest whole number).*
2. *Source: Water demand rates were obtained from the LADWP's 2020 Urban Water Management Plan (UWMP), Exhibit 2F – Base Year Water Unit Factors (2014). Available at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf*
3. *Source: City of Norwalk 2020 Urban Water Management Plan – Table 2.5: 2020 Water Demands (AF).*

As shown in **Table 3.12-6,** the new residential uses would result in a water generation of 661 AFY while the Proposed Plan's uses that are being reduced would reflect a reduction of 23 AFY of water. **Table 3.12-7, Estimated Annual Plan Area Water Demand with Proposed Plan,** demonstrates the water generation from the entire Plan Area with implementation of the Proposed Plan, including the reduction in commercial, industrial, and institutional uses.

Table 3.12-7
Estimated Annual Plan Area Water Demand with Proposed Plan

Land Use	Employees[1] or dwelling units	Generation Rate (gpd/unit)[2]	Water Demand (GPD)[3]	Water Generation (AFY)
Residential	6,218 dwelling units	191	1,187,638	1,330
Commercial	772 employees	75	57,900	65
Industrial	113 employees	133	15,029	17
Institutional	192 employees	75	14,400	16
		Total	**1,274,967**	**1,428**

1. *Employees for commercial, industrial, and institutional based on the existing land use square footage and calculated based on square feet per employee (See Section 3.9, Population and Housing. Numbers are rounded to the nearest whole number).*
2. *Source: Water demand rates were obtained from the LADWP's 2020 Urban Water Management Plan (UWMP), Exhibit 2F – Base Year Water Unit Factors (2014). Available at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf*
3. *Source: City of Norwalk 2020 Urban Water Management Plan – Table 2.5: 2020 Water Demands (AF).*

As shown above, implementation of the Proposed Plan would result in a demand for approximately 1,428 AFY of water annually, or 0.06 AFY or 58 GPD per capita.[14] However, existing development currently requires approximately 810 AFY of water. Therefore, development under the Proposed Plan would demand a net increase of 618 AFY of water, or 0.02 AFY or 25 GPD per capita.[15] The City's water supply is imported from the CBMWD, the City of Cerritos, and City of Santa Fe Springs, groundwater from the Central Basin, and recycled water for power generation from CBMWD. CBMWD provides recycled water from LACSD wastewater. The City has a yearly allocation of 2,273 AFY of groundwater from the Central Basin. While the implementation of the Proposed Plan would result in an increase in water demand that exceeds the City's yearly allocation of groundwater, the City's UWMP shows that water supplies are projected to be 3,694 AFY with the inclusion of purchased or imported water from the CBMWD. Projected City water supplies demonstrate that the City would be able to accommodate the Proposed Plan's increase in water demand. Additionally, the City's UWMP concluded that there would be sufficient water supplies during the "worst-case" effects of a multiple dry year drought. Further, utilities such as water, wastewater and power are generally population driven. As discussed in the Infrastructure chapter of the Specific Plan, although no operating capacity issues currently exist in the City of Norwalk, the potential future reliance on imported water may result in cost and procurement implications for serving additional demands generated from the implementation of the Plan. The Specific Plan encourages the City to explore alternative innovative policies and programs to meet the increase in water demand through the conservation of potable water supply and increasing water reuse. These policies include the expanding the implementation of LID and other on-site retention and infiltration measures. Although the Proposed Plan would increase the population in the Plan Area by 10,949 residents, implementation of the Proposed Plan will occur over time, allowing the City time to adjust for anticipated increases in water demand and establish policies regarding water conservation and reuse. As such, the Proposed Plan would not require or result in the construction of new water treatment facilities or expansion of existing facilities. Impacts would be less than significant.

Wastewater

Wastewater in the Plan Area would be collected by the City's local system of sewer lines and conveyed through regional trunk lines operated by LACSD. Wastewater is conveyed to LACSD's Los Coyotes Water Reclamation Plant where it is treated, recycled, and/or disposed; at various times throughout the year, the

14 Per capita projections based on anticipated population of 21,836 persons at full buildout of the Proposed Plan in 2040.

15 *Ibid*.

City's wastewater is diverted and sent to LACSD's JWPCP in Carson, California where it undergoes treatment for disposal.

The Proposed Plan would introduce new residential uses and reduce commercial, industrial, and institutional uses. **Table 3.12-8, Estimated Wastewater Generation from Proposed Plan,** shows the total water demand associated with the growth inducing component of the Proposed Plan.

Table 3.12-8
Estimated Wastewater Generation from Proposed Plan

Land Use	Size (sf) or dwelling units	Generation Rates (GPD per 1,000 sf or du)	Wastewater Generation (GPD)
Residential	3,087 du	150	463,050
Commercial	-275,747 sf	50	-13,787
Industrial	-18,310 sf	50	-916
Institutional	-53,011 sf	120	-6,361

Source: City of Los Angeles. Sewage Generation Factors Chart. Available online at: https://engpermitmanual.lacity.org/sewer-s-permits/technical-procedures/sewage-generation-factors-chart, accessed July 19, 2024.

As shown in **Table 3.12-8**, above, the Proposed Plan would result in a wastewater generation of 463,050 GPD from the new residential units but would see a reduction of 21,019 GPD of wastewater due to the reduction in commercial, industrial, and institutional uses in the Plan Area. **Table 3.12-9, Estimated Wastewater Generation at Full Buildout,** shows the estimated wastewater generation from the Proposed Plan Area at full buildout.

Table 3.12-9
Estimated Wastewater Generation at Full Buildout

Land Use	Size (sf) or dwelling units	Generation Rates (GPD per 1,000 sf or du)	Wastewater Generation (GPD)
Residential	6,218 du	150	932,700
Commercial	1,237,990 sf	50	61,900
Industrial	272,078 sf	50	13,604
Institutional	307,330 sf	120	36,880
	Total		**1,045,084**

Source: City of Los Angeles. Sewage Generation Factors Chart. Available online at: https://engpermitmanual.lacity.org/sewer-s-permits/technical-procedures/sewage-generation-factors-chart, accessed July 19, 2024.

As shown in **Tables 3.12-8** and **3.12-9**, although the new residential uses would result in new wastewater generation, the reduction of wastewater from commercial, industrial, and institutional uses would offset some of the increases in wastewater. When compared to the existing Plan Area wastewater generation of 664,715 GPD, implementation of the Proposed Plan would result in a wastewater generation rate of 1,045,084 GPD, a net increase of 380,369 GPD. As previously mentioned, the Los Coyotes WRP processes an average of 23.1 MGD of wastewater. Given the 37.5 MGD capacity of the Los Coyotes WRP, the existing wastewater treatment capacity is anticipated to be sufficient to accommodate projected development. Additionally, buildout will occur over time, spanning across 20 years or more. Further, with adherence to applicable regulations and *General Plan* policies, implementation of the Proposed Plan would have adequate wastewater conveyance systems and impacts related to wastewater conveyance would be less than significant.

Electric Power

The City of Norwalk receives electrical service from SCE. The Proposed Plan is expected to increase annual electricity consumption, as housing, population, and employment increase in the Plan Area. Future development anticipated to occur with the implementation of the Proposed Plan would be subject to Title 24, Part 6 of the California Administrative Code, the Energy Efficiency Standards for Residential and Nonresidential Buildings, which requires local jurisdictions to use energy efficient appliances, weatherization techniques, and efficient cooling and heating systems to reduce energy demand stemming from new development.

Future development associated with the Proposed Plan may require site-specific modifications to some existing electrical distribution systems. This service would be provided in accordance with the rules and regulations on file with and approved by California Public Utilities Commission (CPUC). It is not anticipated that existing transmission lines would need to be modified as a result of the development under the Proposed Plan. Potential impacts would be less than significant.

Natural Gas

Natural gas is provided to the City by SoCal Gas. Existing natural gas infrastructure (transmission lines and high distribution lines) are provided throughout the City and is typically located underground and along roadways to convey flows to residential and commercial users. Per the 2024 California Gas Report, it is anticipated SoCalGas will meet projected demand for natural gas resources through 2027 based on modeled forecasts.[16] Development under the Proposed Plan would increase the demand for natural gas

16 California Gas and Electric Utilities, *2024 California Gas Report*, 2023. Available online at: https://www.socalgas.com/sites/default/files/2024-California-Gas-Report-Final.pdf, accessed July 30, 2024.

and may potentially require new natural gas pipelines or expansion of existing pipelines to supply areas with natural gas.

For future development associated with the Proposed Plan, the exact locations of natural gas infrastructure would be confirmed during the design and review process. Any need for infrastructure upgrades would be accomplished through the required design review and approval of natural gas plans. Development under the Proposed Plan may necessitate the construction of new or expansion of existing natural gas distribution facilities, including new service connections or gas lines to serve housing development projects. Impacts from such construction or relocation work would be anticipated to be less than significant based on their construction and installation in existing right of way and other public easements that have been previously disturbed and based on existing regulatory compliance measures and review and oversight by relevant local and state agencies. Any unusual site-specific conditions that would result in significant impact would be speculative. Additionally, any project to install or relocate facilities would be subject to future environmental review and necessary mitigation to address site specific conditions. Furthermore, the 2022 Building Energy Efficiency Standards of the California Building Code, effective January 2023, include a requirement for new residential to be electric-ready, so electric appliances can eventually replace installed gas appliances. This requirement will reduce dependency on natural gas and impacts would be less than significant.

Telecommunications Facilities

Implementation of the Proposed Plan requires provision of new and upgraded utility infrastructure to meet the needs of site residents and tenants. Improvements include telephone and cable lines, which are typically co-located with existing energy lines. Telephone and cable utility plans would be submitted concurrent with the final plans for each proposed project. When needed, construction of telecommunications lines would occur in the Plan Area to serve anticipated development. Construction of additional telecommunications facilities or upgrades to existing facilities to meet Plan Area demands would be undertaken by the City of Norwalk Public Works Department or private telecommunication service providers in accordance with applicable federal, state, and local regulations. No restrictions on the ability to provide adequate telecommunication service are anticipated, but new or expanded facilities may be needed to meet increased demand in the Plan Area. Such expansions would result in temporary construction-related impacts pertaining to such issues as transportation, air quality, and noise. These impacts are anticipated to be within the parameters of what is described in this EIR and any new or expanded facilities, any impacts from unique parcel or project specific conditions would be speculative. Impacts would be less than significant.

Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than Significant Impact.

Impact USS-2 **Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.**

The City's UWMP assesses the reliability of identified water supplies during normal, single-dry, and multiple-dry water years. As shown in **Table 3.12-7, Estimated Annual Plan Area Water Demand with Proposed Plan,** full buildout of the Proposed Plan would require approximately 1,428 AFY of water. However, existing development currently requires approximately 824 AFY of water. Therefore, development under the Proposed Plan would demand a net increase of 618 AFY of water.

As shown under **Table 3.12-1, Norwalk Water Demand and Supply**, during a single dry year under the worst-case scenario, the City projects sufficient water supply available during all scenarios to meet future demands with a surplus of over 1,400 AFY. However, the City will acquire only as much additional supply as needed to meet demand during those years when potable water demand exceeds groundwater rights. Furthermore, the UWMP outlines a Water Shortage Contingency Plan which would reduce demand and prevent the need for the use of additional surplus. Similar measures would also be taken during the event of a worst-case multiple dry year scenario. As such, the City's UWMP concludes that there would be sufficient water supplies during the "worst-case" effects of a single and multiple dry year drought. The remaining capacity of the water supplies would be sufficient for implementation of the Proposed Plan and impacts would be less than significant.

Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than Significant Impact.

Impact USS-3 **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.**

Wastewater is conveyed to LACSD's Los Coyotes Water Reclamation Plant where it is treated, recycled, and/or disposed; at various times throughout the year, the City's wastewater is diverted and sent to LACSD's JWPCP in Carson, California where it undergoes treatment for disposal. Treatment at the Los Coyotes WRP includes primary, secondary, and tertiary treatment for wastewater up to 37.5 million gallons per day while the JWPCP as a whole currently treats approximately 260 million gallons of wastewater per day (MGD) and has a total permitted capacity of 400 MGD. As shown in **Impact USS-2,** although the new residential uses would generate 462,600 GPD of wastewater, since the Proposed Plan is also reducing commercial, industrial, and institutional uses, the estimated wastewater generated at full buildout of the Proposed Plan would result in a wastewater generation rate of 1,045,084 GPD, a net increase of 380,369 GPD. As demonstrated above, existing providers have sufficient capacity to serve the increase in demand. With adherence to applicable regulations, *General Plan* policies, and the Municipal Code, implementation of the Proposed Plan would have adequate wastewater conveyance systems and impacts would be less than significant.

Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than Significant Impact.

Impact USS-4 **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.**

Solid waste generated in the Plan Area would be transported to one of the four landfills identified in **Table 3.12-4, Landfills Serving Norwalk**. **Table 3.12-10, Proposed Plan Projected Solid Waste Generation,** shows the projected solid waste generation from the Proposed Plan. The residential uses under the Proposed Plan are the only use generating new solid waste; land uses that are being reduced under the Proposed Plan are included in the assessment of the Proposed Plan impacts on solid waste generation to demonstrate the solid waste generation that will be eliminated with implementation of the Proposed Plan.

Table 3.12-10
Proposed Plan Projected Solid Waste Generation

Land Use	Quantity	Generation Rate	Solid Waste Generation		
			Pounds per day	Tons per day	Cubic yards per day
Residential	3,087 dwelling units	4 lbs/unit/day	12,348	6.17	7.32
Commercial	-275,747 sf	2.5 lb/1,000 sf/day	-689	-0.35	-0.41
Industrial	-18,310 sf	5 lbs/1,000 sf/day	-92	-0.05	-0.06
Institutional	-53,011 sf	0.07 lb/sf/day	-3,711	-1.86	-2.20

Source: CalRecycle, Estimated Solid Waste Generation Rates. Available online at https://www2.calrecycle.ca.gov/wastecharacterization/general/rates, accessed July 23, 2024.

Table 3.12-11, Plan Area Projected Solid Waste Generation at Full Buildout, shows the projected solid waste generation for the Plan Area with implementation of the Proposed Plan. The Proposed Plan would introduce new uses into the Plan Area, including additional residential and commercial/retail uses while reducing existing commercial, industrial, and institutional uses. As shown in **Table 3.12-11**, above, at full buildout, the Plan Area is estimated to generate 50,840 pounds of solid waste per day, or 25.42 tons of solid waste per day. When compared to the existing Plan Area solid waste generation of 42,996 pounds per day, implementation of the Proposed Plan would result in a net increase of 7,844 pounds per day. As shown in **Table 3.12-4, Landfills Serving Norwalk,** the addition of 7,844 pounds of solid waste compared to the remaining capacity of the four landfills that serve the City is negligible. Further, buildout will occur over 20 years or more allowing the City time to adjust for anticipated increases in solid waste generation. Therefore, solid waste generated under the Proposed Plan would not exceed available capacity. Impacts would be less than significant.

Table 3.12-11
Plan Area Projected Solid Waste Generation at Full Buildout

Land Use	Quantity	Generation Rate	Solid Waste Generation		
			Pounds per day	Tons per day	Cubic yards per day
Residential	6,218 dwelling units	4 lbs/unit/day	24,872	12.436	14.757
Commercial	1,237,990 sf	2.5 lb/1,000 sf/day	3,095	1.547	1.836
Industrial	272,078 sf	5 lbs/1,000 sf/day	1,360	0.680	0.807
Institutional	307,330 sf	0.07 lb/sf/day	21,513	10.757	12.764
		Total	**50,840**	**25.42**	**30.04**

Source: CalRecycle, Estimated Solid Waste Generation Rates. Available online at https://www2.calrecycle.ca.gov/wastecharacterization/general/rates, accessed July 23, 2024.

Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than Significant Impact.

Impact USS-5 **Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.**

The City is required by AB 939 to divert 75 percent of solid waste from landfills. Future development under the Proposed Plan would be required to demonstrate compliance with all applicable regulations including AB 939, such as Chapter 8.48 of the City's Municipal Code. The Proposed Plan would not interfere with any federal, State, or local management and reduction statutes and regulations related to solid waste. Impacts would be less than significant.

Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than Significant Impact.

Impact EN-1 **Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.**

Construction

Construction Energy Demand

Construction activity would use energy in the form of petroleum-based fuels to power off-road construction vehicles and equipment throughout the Plan Area, construction worker travel to and from project sites, and vehicles used to deliver materials to the Plan Area. Forecasted development under the Proposed Plan would require demolition, site preparation, and grading, including hauling material off-site; pavement and asphalt installation; building construction; paving;and architectural coating.

Construction equipment would be maintained to applicable standards, and construction activity and associated fuel consumption and energy use would be temporary and typical of construction sites. It is also reasonable to assume contractors would avoid wasteful, inefficient, and unnecessary fuel consumption during construction to reduce construction costs. Therefore, the Proposed Plan would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and the construction-phase impact related to energy consumption would be less than significant.

Operation

Forecasted growth under the Proposed Plan includes the addition of approximately 3,087 residential units and a net decrease of 347,068 square feet of non-residential uses. The demand for residential energy use would increase, while commercial, industrial, and institutional energy use would decrease. Natural gas

and electricity would be used for heating and cooling systems, lighting, appliances, water use, and the overall operation of the buildings. Gasoline consumption would be attributed to the trips generated from development in the Plan Area. However, as shown in **Section 3.4, Greenhouse Gas**; **Table 3.4-3;** and **Table 3.4-4**, the future without Proposed Plan scenario would have operational emissions of 65,917 CO_2e MTY. Therefore, under the Proposed Plan, there would be an increase of approximately 4,726 CO_2e MTY compared to future without Proposed Plan conditions. **Table 3.4-3** and **Table 3.4-4** also show that per capita GHG emissions under the Proposed Plan would be lower than the future without Proposed Plan scenario.

Future development associated with the Proposed Plan would be required to implement more stringent energy efficiency measures required pursuant to updated California's Green Building Standards Code (CALGreen; California Code of Regulations, Title 24, Part 11) requirements, reducing energy demand of buildings constructed in the Plan Area. Developments under the Proposed Plan would be required to confirm the availability of electricity and natural gas service in conjunction with individual project review.

The forecasted development under the Proposed Plan would comply with all standards set in California Building Code (CBC) Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation**.** CALGreen requires the implementation of energy efficient light fixtures and building materials into the design of new construction projects.

Furthermore, the 2022 Building Energy Efficiency Standards (CBC Title 24, Part 6) requires newly constructed buildings to meet energy performance standards set by the Energy Commission. As the name implies, these standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumptionof energy. The standards are updated every three years, and each iteration is more energy efficient than the previous standards. Furthermore, the Proposed Plan would further reduce its use of nonrenewable energy resources as the electricity generated by renewable resources becomes more widely available.

In conclusion, energy demand associated with implementation of the Proposed Plan would be temporary and typical of construction projects and would not result in wasteful use of energy resources. Operation of the anticipated development would increase the use of energy in the Plan Area due to the intensification of land uses. However, the increase would be in conformance with the latest version of California's Green Building Standards Code and Building Energy Efficiency Standards. In addition, SCE and SoCalGas have sufficient supplies to serve the development forecasted under the Proposed Plan. Therefore, the Proposed Plan would not result in wasteful, inefficient, or unnecessary energy consumption. This impact would be less than significant.

Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

No mitigation measures required.

Significance After Mitigation

Less than Significant Impact.

Impact EN-2 **Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.**

Less than Significant Impact.

The City of Norwalk receives electrical service from SCE**.** As discussed in **Section 3.12.2.2** in **Regulatory Setting,** SB 100 mandates 100 percent clean electricity for California by 2045. To comply with SB 100, renewable sources of energy will be required. The City of Norwalk adopted an Energy Action Plan (EAP) as a strategic plan to establish a 2010 baseline, to address California's energy reduction goals by setting overall net energy consumption reduction targets (for years 2015, 2020, and 2025), and to identify programs/projects to achieve the targets over time. Additionally, as demonstrated under **Impact GHG-2**, the Proposed Plan would be consistent with existing local policies intended to promote energy efficiency through renewable energy use and energy conservation measures and future development constructed under the Proposed Plan would be subject to more stringent energy efficiency standards pursuant to updated CALGreen requirements. Therefore, the Proposed Plan would not conflict with or obstruct a state plan or policies contained in the City's *General Plan* for renewable energy or energy efficiency; impacts would be less than significant.

Mitigation Measures

No mitigation measures required.

Significance After Mitigation

Less than Significant Impact.

3.12.5 CUMULATIVE ANALYSIS

In development of its 2020 UWMP, the City coordinated with the County of Los Angeles CBMWD, and the MWD. As discussed in **Section 3.12.1.1**, the courts have assigned specific water rights to water users within the Central Basin via an Adjudication Judgement. As discussed under **Impact USS-1**, the Central Basin is adjudicated, meaning that all groundwater use is managed per a court-ordered Adjudication Judgement to ensure long-term groundwater supply sustainability. As shown under **Table 3.12-1, Norwalk Water Demand and Supply,** during single and multiple dry year worst-case scenarios, the City projects a sufficient water supply. Furthermore, the 2020 UWMP outlines a Water Shortage Contingency Plan which would reduce demand and prevent the need for the use of additional surplus. According to the CBMWD and MWD most recent UWMPs, both wholesalers for the City, they would have sufficient water supplies during single dry and multiple dry year scenarios.[17,18] As such, the additional supplies required, if necessary, during single dry and multiple dry year scenarios, would not be cumulatively considerable and impacts would be less than significant.

As noted above, wastewater is collected by City's sewer system and is conveyed to a Joint Outfall System operated by the LACSD and is treated at the JWPCP. JWPCP provides primary and secondary treatment for a design capacity of 400 million gallons of wastewater per day. The JWPCP is part of a network of seven treatment plans and over 1,200 miles of trunk sewers known as the Joint Outfall System (JOS), which provides regional wastewater treatment for Los Angeles County, covering an extensive area that includes 73 cities and unincorporated county territory.[19] With respect to future growth in the JWPCP service area and associated increases in wastewater treatment demands, continued implementation of system improvements that follow the guidance of the County of Los Angeles Regional, Sanitary Sewer System Management Plan (SSMP) would ensure sufficient conveyance and treatment capacity to meet cumulative needs. Funding for such increases is available through a combination of connection fees paid by developers, service districts, and general fund monies. Compliance with these requirements would reduce cumulative impacts to wastewater treatment and collection systems to a less than significant level and the Proposed Plan's contribution to wastewater service impacts would not be cumulatively considerable.

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17 Central Basin Municipal Water District, *Urban Water Management Plan – 2020*, 2021. Available online at: https://wuedata.water.ca.gov/public/uwmp_attachments/3596585929/CBMWD%20Final%202020%20UWMP_2021-06-30.pdf, accessed August 2, 2024.

18 Metropolitan Water District of Southern California, *Urban Water Management Plan – 2020*, 2021. Available online at: https://wuedata.water.ca.gov/public/uwmp_attachments/5202375113/MWDSC%202020%20Urban%20Water%20Management%20Plan%20-%20June%202021%20WUE%20Portal.pdf, accessed August 2, 2024.

19 Los Angeles County Sanitation District, "Wastewater Treatment Process at JWPCP." Available at: https://www.lacsd.org/services/wastewater-sewage/facilities/wastewater-treatment-facilities#:~:text=Joint%20Outfall%20System%20%28JOS%29%20The%20JOS%20is%20a,Los%20Angeles%2C%20Orange%20County%2C%20and%20San%20Bernardino%20County, accessed August 2, 2024.

Future development within the Plan Area would continue to increase solid waste generation. As discussed, area landfills have capacity to accommodate additional solid waste, and potential impacts associated with the implementation of the Proposed Plan would be less than significant. Cumulatively, other areas which utilize the same landfills as the Proposed Plan would likely also continue to experience growth and associated increases in solid waste generation. State mandated solid waste diversion rates (for recycling) would continue to minimize the quantity of waste directed to area landfills, and compliance with *General Plan* would maintain or improve upon existing solid waste diversion rates. The four landfills that serve the Plan Area are expected to remain open with sufficient disposal capacity to accommodate it existing service territory. The Los Angeles Integrated Waste Management Plan includes strategies for meeting disposal capacity at both landfills, including increased waste diversion and potential expansion of landfill capacity. Solid waste disposal facilities and management approach would continue to adjust as needed to provide adequate disposal capacity throughout the county. Thus, cumulative impacts to solid waste facilities would be less than significant and the Proposed Plan's contribution to solid waste impacts would not be cumulatively considerable.

3.12.6 REFERENCES

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4.0 ALTERNATIVES

INTRODUCTION

This section of the Program Environmental Impact Report (PEIR) provides a comparative analysis of the merits of alternatives to the Project pursuant to Section 15124.6 of the 2022 California Environmental Quality Act (CEQA) Statutes and Guidelines, as amended. According to the State CEQA Guidelines, an EIR shall describe a range of reasonable alternatives to the project or to its location, which would feasibly attain most of the basic objectives of the project but avoid or substantially lessen any of the significant effects. The EIR shall evaluate the comparative merits of the alternatives. It need not consider every conceivable alternative to a project; rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation.

4.1 CONSIDERATIONS

The range of alternatives in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to make a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any significant effects of the project (Section 15124.6[f]). Of those alternatives, the EIR needs to examine in detail only the ones that the lead agency determines could feasibly attain most of the project's basic objectives. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. When addressing feasibility, the *State CEQA Guidelines* state that "among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)." The *State CEQA Guidelines* also state that the alternative discussion need not be presented in the same level of detail as the assessment of the proposed project.

Therefore, several factors need to be considered in determining the range of alternatives to be analyzed in an EIR and the level of detail that analysis should provide. These factors include (1) the nature of the significant impacts of the proposed project, (2) the ability of alternatives to avoid or substantially lessen impacts associated with the project, (3) the ability of the alternatives to meet most of the basic objectives of the project, and (4) the feasibility of the alternatives.

The selection and discussion of alternatives is intended to foster meaningful public participation and informed decision making. An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative. The *State CEQA Guidelines* also require

the analysis of a no project alternative, and the identification of the environmentally superior alternative. Where the environmentally superior alternative is the no project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."[1]

In addition, the *State CEQA Guidelines* require an EIR to identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination.[2]

Accordingly, several alternatives that might avoid or substantially lessen project impacts were considered. Two alternatives were selected for further analysis, as detailed below.

4.2 PROJECT OBJECTIVES

The alternatives to the Project ultimately selected for analysis in this PEIR were developed to avoid or substantially lessen one or more of the significant environmental impacts associated with the Proposed Plan, while still attaining most of the basic objectives of the Proposed Plan. The following are objectives for the Project:

- Create attractive and unique places that preserve and represent Norwalk's history, express Norwalk's culture and foment the growth of higher-quality and local businesses that serve the community.
- Improve community health and wellness by designing streets, paths and public spaces to prioritize walking, biking and other active modes of transportation.
- Support the strengthening of communal bonds by creating open spaces for gathering and improving access to community facilities and affordable housing.
- Increase the availability of a variety of housing types to meet the existing and future needs of Norwalk residents.
- Transform the built environment of the Heart of Norwalk into a sustainable, livable and people-centered area.

1 *State CEQA Guidelines* Section 15126.6(e)(2)

2 *State CEQA Guidelines* Section 15126.6(c)

4.3 SELECTION OF ALTERNATIVES FOR ANALYSIS

According to the *State CEQA Guidelines*, the discussion of alternatives should focus on alternatives to a project or its location that can feasibly avoid or substantially lessen the significant effects of the project. The *State CEQA Guidelines* indicate that the range of alternatives included in this discussion should be sufficient to allow decision makers a reasoned choice. The alternative discussion should provide decision makers with an understanding of the merits and disadvantages of these alternatives.

Section 3.2, Air Quality and **Section 3.8, Noise** concludes that implementation of the Project would result in significant and unavoidable environmental impacts. These impacts include:

Air Quality: Implementation of the Project would result in a cumulatively considerable net increase in emissions of criteria air pollutants during construction (**Impact AQ-2**) and potential exposure to sensitive receptors (**Impact AQ-3**).

Noise: Implementation of the Project would result in temporary increases in ambient noise in the Project Area on an intermittent basis during construction and, as such, would expose nearby sensitive receptors both in and adjacent to the Project Area to increased noise levels as a result of construction activity and increased traffic noise (**Impact NOI-1**). Construction activities in the Project Area would intermittently generate vibration that exceeds the residential annoyance threshold (**Impact NOI-2**). Impacts would be cumulatively significant.

The City of Norwalk has developed and considered the following alternatives to the Project.

Alternative 1 - No Project Alternative

Section 15126(2)(4) of the *State CEQA Guidelines* requires evaluation of the No Project Alternative. As described in the *State CEQA Guidelines*, the purpose of describing and analyzing the No Project Alternative is to allow decision makers to compare the impacts of approving the Project with the impacts of not approving the Project. However, "no project" does not necessarily mean that development will be prohibited. The No Project Alternative includes "what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services."[3]

For purposes of this PEIR, the No Project Alternative assumes buildout within the Plan Area would occur in accordance with the land uses included in the *City of Norwalk 1996 General Plan* (*General Plan*) and implemented by the City's Zoning Code. The Zoning Code carries out the *General Plan* policies by

3 *State CEQA Guidelines* Section 15126.6[e][2]

regulating development and land uses within the City, consistent with the *General Plan*. Under this alternative the increased housing density opportunities and expanded commercial uses proposed under the Plan would not be achieved. Thus, the No Project Alternative assumes that without the Plan in place to change the underlying land uses, the land uses reflected in the *General Plan* would be developed.

Alternative 2 – Reduced Capacity Alternative

The Reduced Capacity Alternative (Alternative 2) would propose that the Proposed Plan would be implemented with a reduced future buildout of the Plan Area. This alternative assumes a 50 percent reduction in development during the life of the Proposed Plan. Alternative 2 would include the following buildout:

- 1,542 housing units
- Net reduction of 173,534 square feet of non-residential uses

Implementation of the Reduced Capacity Alternative would result in a reduced buildout within all three districts and corridors proposed under the Proposed Plan. The future buildout of the proposed Firestone Boulevard corridor would be reduced in residential development compared to the Proposed Plan. Additionally, the future buildout of the proposed San Antonio Boulevard corridor would be reduced in residential and mixed-uses compared to the Proposed Plan.

Alternative 3 – Increased Commercial Alternative

Under this alternative, the Proposed Plan would increase residential and commercial development within the Plan Area. Currently, the Proposed Plan increases residential development and reduces overall nonresidential square footage including commercial industrial and civic. In this alternative, the Plan Area would maintain the proposed residential development and would increase commercial development anticipated under the Plan. Industrial and institutional uses would retain their reduction from the Proposed Plan. Alternative 3 would include the following buildout:

- 3,087 housing units
- 173,250 square feet of new commercial development
- No loss of commercial development
- Maintained decreased in industrial and institutional uses

Implementation of the Increased Commercial Alternative would result in the same residential development and the same corridors plan but would increase the amount of commercial development.

Alternatives Considered but Not Evaluated in Detail

In accordance with Section 15126.6(c) of the *State CEQA Guidelines*, an EIR should identify alternatives considered for analysis but rejected as infeasible, and briefly explain the reasons for their elimination. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR is failure to meet most of the basic project objectives, infeasibility, or inability to avoid or substantially reduce significant environmental impacts. The analysis of alternatives started with an identification of a number of potential alternatives to the Project which would accomplish the City's goals while also receiving support from the surrounding community and encompassing the potential to reduce or eliminate the Project's significant environmental impacts. The City did not identify any alternatives that were eliminated from consideration.

4.4 ANALYSIS METHODOLOGY

Each of the alternatives selected for analysis is evaluated in sufficient detail to determine whether its overall environmental impacts would be less, similar, or greater in comparison to the impacts of the Project. The impact analyses sections for the Project set forth in **Chapter 3.0** of this PEIR include mitigation measures that reduce the environmental impacts associated with buildout of the Project. The analysis assumes that equally effective mitigation measures would apply to the alternatives.

The analysis under each Alternative includes the following:

- An evaluation of the environmental impacts anticipated to occur for each environmental issue analyzed in **Chapter 3.0** of this PEIR and a determination as to the significance of those impacts. This discussion also includes an analysis of whether the Alternatives would avoid or substantially lessen any of the significant environmental impacts associated with implementation of the Project. Where the impacts of the alternative and the Project were roughly equivalent the comparative impact is said to be similar.

- A summary of the comparative impacts across all of the environmental issues.

4.5 COMPARATIVE IMPACT ANALYSIS

Alternative 1 – No Project / General Plan Buildout Alternative

Aesthetics

Under the No Project Alternative buildout would occur according to the General Plan, as a result less development would occur within the Plan Area compared to the Proposed Plan and the development that would occur would primarily commercial. The Project Alternative would not implement the use, density,

height or form/frontage guidelines outlined in the Proposed Plan for the districts and corridors. Thus, the No Project Alternative would not result in the same visual thematic elements that would result from future development associated with the Proposed Plan and development under the No Project Alternative would not be as cohesive as with the Proposed Plan. Further, under the No Project Alternative, the community elements such as greenways and bike paths would not be implemented. The lack of cohesive design standards could result in visual conflicts as projects are developed. Under this alternative, temporary construction impacts would continue to occur. Impacts under the No Project Alternative would remain less than significant but would be greater than the Proposed Plan due to the lack of a cohesive design strategy.

Air Quality

The No Project Alternative would result in less development compared to the Proposed Plan due to the lack of catalyzing development such as the development that would occur with the Proposed Project. As less construction would occur, fewer emissions would be generated over the lifetime of the Plan timeline. As with the Proposed Plan it is possible for multiple projects to be constructed at once resulting in an exceedance of the standards. Further, the best management practices and standards for associated construction activities (**Mitigation Measures AQ-1** through **AQ-8)** would not be applied and buildout would occur according to the General Plan, and although fewer projects would be constructed, those projects could have greater emissions without the proposed mitigation, and potentially significant impacts could occur. As development under the No Project Alternative would be less than the Proposed Plan, the No Project Alternative would also not conflict with the Air Quality Management Plan (AQMP). As less development is proposed under the *General Plan* (compared to the Proposed Plan), operational air quality operational impacts would be less under the No Project Alternative and would be less than significant. Construction emissions would be similar to the Proposed Plan and would be significant and unavoidable.

Cultural Resources including Tribal Cultural Resources

Under the No Project Alternative, buildout of the Plan Area would proceed in accordance with the land uses included in the *General Plan*. Similar to the Proposed Plan, development under the No Project Alternative may result in the demolition or alteration of historical resources within the Plan Area as buildings 50 years of age or older may be considered for redevelopment. The No Project Alternative would accommodate development consistent with current land use designation and patterns and, as such, may result in slightly reduced impacts to historical resources, as fewer projects overall would be developed. Since fewer projects overall would be developed, a smaller number of those project may be expected to occur on potentially historic sites. Further, the district structure of the Proposed Plan that aims to preserve the historical character of specific corridors within the Plan Area (i.e., Front Street) would not be implemented under the No Project Alternative, nor would **Mitigation Measure CUL-1** which requires

historical and built environmental surveys where demolition of buildings is proposed As a result, impacts to historical resources could be greater under the No Project Alternative.

With regard to archeological resources, development, specifically grading, would have the potential unearth archaeological, paleontological and/or tribal cultural resources. As the permitted amount of development under *General Plan* would be less (compared to the amount of development under the Proposed Plan), it is likely that overall impacts would also decrease. As stated in Section 3.3 Cultural Resources, the findings of the records search were negative, and the potential for archeological or tribal cultural resources is low. Nonetheless, without mitigation measures **MM CUL-2** requiring archeological investigations, and **MM CUL-3** which requires consultation with tribes in the event of discovery of tribal cultural resources, impacts related to archeological, paleontological or tribal cultural resources would be greater under the No Project Alternative. Although impacts would remain less than significant, they would be greater compared to the Proposed Plan.

Greenhouse Gases

Implementation of the No Project Alternative would generate fewer greenhouse gas (GHG) emissions compared to the Proposed Plan primarily as a result of less development. It is expected that land use designations under the *General Plan* would be consistent with AB 32, SB 32, AB 1279 and SB 375 and future development would be required to abide by regulations adopted by the California Air Resources Board (CARB) to ensure GHG emission reductions are met. As shown in **Table 3.4-3, Proposed Plan Greenhouse Gas Emissions Compared to Existing Conditions,** and **Table 3.4-4, Proposed Plan Greenhouse Gas Emissions Compared to Future Without the Proposed Plan**, total net GHG emissions (with vs. without the Plan) would be 4,726 carbon dioxide equivalent (CO_2e). However, per capita emissions under the Plan would be higher than without the Plan (1.91 compared to 2.12, respectively), demonstrating a less efficient overall land use pattern. The No Project Alternative would not help the region achieve Statewide goals to reduce GHG emissions through creating multimodal development and complete neighborhoods, as would be achieved with the Plan. Therefore, while GHG emissions would be less than significant both with and without the Plan, under the No Project Statewide goals would not be achieved to the same extent as with the Proposed Plan and therefore, impacts would be greater than with the Proposed Plan.

Hazards and Hazardous Materials

Individual development projects under the No Project Alternative would be required to comply with the General Plan goals and policies, the Norwalk Municipal Code, as well as all applicable State and federal regulations. Thus, impacts under the No Project Alternative related to the routine transport, use, or disposal of hazardous materials, the accidental release of hazardous materials, hazardous emissions within one-

quarter mile of an existing school, development within the City potentially located on a hazardous materials site, interference with an adopted emergency response plan or evacuation plan, and the exposure of people or structures to a significant risk involving wildland fires would all remain less than significant. However, **Mitigation Measure HAZ-1** which requires preparation of a Phase I Environmental Site Assessment investigation for discretionary projects would not be implemented under the No Project Alternative. While these reports are typically required, the inability to enforce compliance could lead to exposure or upset of hazardous materials. As a result, impacts related to hazards and hazardous materials under the No Project Alternative would be less than significant and would be greater than the Proposed Plan.

Hydrology and Water Quality

Under the No Project Alternative, buildout of the Plan Area would proceed in accordance with the General Plan land use designations. Individual development projects under the No Project Alternative would still be required to comply with the *General Plan* policies, the Norwalk Municipal Code, and all applicable State and federal regulations. Under the No Project Alternative construction activities would be subject to compliance with the State General Construction Activity Storm Water Permit and the provisions in the MS4 Permit addressing control of construction phase water impacts. In addition, each development project would be required to submit a Storm Water Pollution Prevention Plan (SWPPP), and Standard Urban Stormwater Management Plan (SUSMP), if applicable, and provide appropriate on-site mitigation measures. Thus, impacts under the No Project Alternative related to hydrology and water quality would be less than significant and would be similar to the Proposed Plan.

Land Use

Under the No Project Alternative, development within the Plan Area would proceed in accordance with the *General Plan* land use designations. Implementation of the No Project Alternative would not physically divide an established community, conflict with applicable federal or State agency policies and regulations, or conflict with local plans, policies, and regulations. Although buildout of the No Project Alternative would not physically divide a community, the addition of residential units and mixed-use residential uses which aim to create a community where one currently does not exist and increase housing availability would not be realized under this alternative. Further, Statewide land use goals related to Regional Housing Needs Allocation (RHNA) would not be achieved. Thus, although impacts related to land use under the No Project Alternative would be less than significant, impacts would be greater than the Proposed Plan.

Noise

Under the No Project Alternative, development of the Plan Area would proceed in accordance with the *General Plan* land use designations. Similar to the Proposed Plan, specific projects under the No Project Alternative would be required to comply with the *General Plan* policies and actions, the Norwalk Municipal Code, as well as all applicable State and federal regulations. However, **Mitigation Measures NOI -1** through **NOI-3** which would reduce construction noise and vibration effects would not apply under the No Project Alternative, and although fewer projects would be constructed, those projects could have greater noise and vibration construction impacts without the proposed mitigation measures, as such potentially significant impacts could occur. As such, construction noise and vibration impacts would be greater than the Proposed Plan and potentially significant. Although less overall development would occur under the No Project Alternative, impacts would remain significant and unavoidable during construction and impacts for both construction noise and vibration would be similar to the Proposed Project. Operational impacts would be less than significant and similar to the Proposed Project.

Population, Housing and Employment

Under the No Project Alternative, development of the Plan Area and in the City would proceed in accordance with the *General Plan*. As described in **Section 3.9, Population and Housing**, according to the Southern California Association of Government's (SCAG) growth forecasts, the City is projected to grow by approximately 927 people and 529 households. According to the Housing Element, the City is required to provide for 5,034 housing units as part of the City's RHNA, which would result in the addition of approximately 16,863 residents.[4,5] Without the Proposed Plan, the City may not have sufficient residential areas to accommodate the RHNA. Any future development would be subject to compliance with the *General Plan* goals and policies, which allow housing under a conditional use permit. The No Project Alternative would not result in the removal of existing residential uses and thus, the displacement of residents and/or existing residential units would not occur. Implementation of the No Project Alternative would not result in significant impacts from substantial population growth in the area, either directly or indirectly, nor would it result in the displacement of large numbers of existing housing units and or people. However, this alternative would not help the region achieve its housing goals as identified by SCAG. Further, it is possible that the current lack of housing options would force Norwalk employees to seek

4 Assumes a person per household rate of 3.35

5 California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021-2024*, May 2024. Available online at: https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/, accessed March 5, 2024.

housing nearby leading to increased development pressure or overcrowding in the surrounding community. Nonetheless, impacts would be less than significant, and less than the Proposed Plan.

Public Services

Fire

Under the No Project Alternative, development of the Plan Area would proceed in accordance with the *General Plan* land use designations. New development associated with the buildout of the No Project Alternative would be required to comply with all applicable City fire code and ordinance requirements for construction, access, water mains, fire flows, and hydrants. Individual projects would be reviewed by the Los Angeles County Fire Department (LACFD) to determine the specific fire requirements applicable to the individual projects and to ensure compliance with these requirements.

Additionally, the *General Plan* includes policies and actions to ensure adequate resources are available to respond to health, fire, and police emergencies, and that the LACFD is actively involved in the review of development projects to ensure the development would comply with building code requirements. The City also supports coordination with public safety agencies to ensure that adequate fire protection is provided to Norwalk. This ensures that new development, including that under the No Project Alternative, would not reduce the staffing, response times, or service levels within the City. As a result of the reduced population growth under the No Project Alternative, impacts to fire services will be less than significant and less than the Proposed Plan.

Police

Under the No Project Alternative, development of the Plan Area would proceed in accordance with the General Plan land use designations and any increase in demand for police protection services would occur gradually as additional development and associated population growth is added to the City. As individual projects are proposed within the City, the Norwalk Sherriff's Department service levels and staffing requirements would be evaluated to determine if additional staffing and/or facilities would be required. Impact fees from new development would be used to offset any impacts to police services.

Further, the *General Plan* includes policies and actions to ensure that adequate police protection is available to serve existing and future development and population. The *General Plan* also supports proactive approaches to address public safety through collaboration with the community and other agencies and through environmental design, which would further reduce impacts.

Individual projects developed under the No Project Alternative would be required to comply with the General Plan policies and actions, and the Norwalk Municipal Code, as well as all applicable State and federal regulations. As a result of the reduced population growth under the No Project Alternative, impacts to police services will be less than significant and less than the Proposed Plan.

Education

As described in **Section 3.9, Population and Housing**, SCAG is projecting an increase in population of 927 persons and 529 housing units. According to the Housing Element, the City is required to provide for 5,034 housing units to meet its RHNA obligation. Using the state-wide factor as described in **Section 3.10, Public Services: Public Schools**, the No Project Alternative would add approximately 127 elementary school students, 66 middle school students, and 87 high school students, totaling an additional 280 students to be added to the Norwalk La Mirada Unified School District (NLMUSD) by 2040. This is well within the current capacity of NLMUSD schools within the surrounding area. The No Project Alternative would also be required to comply with the *General Plan* policies and actions, and all applicable state and federal regulations. As a result of the reduced population growth under the No Proposed Plan Alternative, impacts to educational facilities will be less than significant and less than the Proposed Plan.

Library Services

Similar to the Proposed Plan, development associated with implementation of the No Project Alternative would result in additional demands on existing library services. The Project Alternative will result in less development and would generate less demand for library services than the Proposed Plan. Similar to the Proposed Plan, residents generated by implementation of the No Project Alternative would have access to the libraries in the surrounding community. The No Project Alternative would also be required to comply with all applicable state and federal regulations. Therefore, similar to the Proposed Plan, impacts under the No Project Alternative related to library facilities would be less than significant.

Parks and Recreation

The City provides a total of 12 parks, equating to a total of 87.3 acres of parkland. and has a park deficit of approximately 208.7 acres of park land, below the Quimby Act and national standards. Under the No Project Alternative residential growth within the City would be reduced by 10,022 people compared to the Proposed Plan. While the No Project Alternative would result in less development than the Proposed Plan, it would also not implement the design measures and policies that would help offset the park deficiencies. As a result, impacts to park facilities will be incrementally greater than the Proposed Plan. Therefore, impacts would be less than significant, but greater than the Proposed Plan due to the lack of offsetting features.

Transportation

Although the No Project Alternative would result in less development compared to the Proposed Plan, the No Project Alternative would not include the land use designations and regulations that is included in the Proposed Plan which aim maximize residential uses within proximity to transit. As a result, the No Project Alternative would lead to an increase of 2.6 VMT per capita (14.7 VMT/Service Population under the No Proposed Plan Alternative compared to 12.1 VMT/Service Population under the Proposed Plan); and a decrease in transit and active mode opportunities. However, as discussed in **Section 3.11**, **Transportation**, the threshold of significance for projects in Los Angeles County is a maximum VMT per service population of 17.2. As such, the No Project Alternative would not exceed the described threshold. Impacts would be greater than the Proposed Plan but given the lower projected population growth under the No Project Alternative, impacts would remain less than significant.

Utilities and Services

Water Supply

The No Project Alternative would result in significantly less development compared to the Proposed Plan, therefore any increase in water demand would be minimal. The City of Norwalk Municipal Water System provides the Plan Area with potable water. The water in Norwalk is imported from the Central Basin Municipal Water District (CBMWD), and includes groundwater from the Central Basin, and recycled water for power generation from CBMWD.

The City's *2020 Urban Water Management Plan* (*2020 UWMP*) provides a long-range assessment of water supply for the Department's service area. The *2020 UWMP* concluded that there would be sufficient water supplies during the "worst-case" effects of a multiple dry year drought. The No Project Alternative assumes buildout within the Plan Area would occur in accordance with the land uses included in the City's General Plan, which is accounted for in the 2020 UWMP. Therefore, implementation of the No Project Alternative would not result in a substantive increase in demand in water supply and associated infrastructure. Compared to the Proposed Plan, the No Project Alternative would result in less development overall, and therefore a decreased amount of water usage as utilities such as water, wastewater, and power are generally population driven. However, the Proposed Plan would add a more energy efficient land use type (i.e., multi-family units) within the Plan Area, therefore, although overall water consumption would increase, per capita rates would be lower than under the No Project Alternative. Nonetheless, due to the Proposed Plan's increase in demand for water, impacts would be greater under the Proposed Plan although both would remain less than significant.

Wastewater

The No Project Alternative would result in less development compared to the Proposed Plan; therefore, the generation of wastewater would not increase substantially.

Los Angeles County Sanitation District (LACSD) and the Joint Water Pollution Control Plant (JWPCP) is projected to have adequate treatment facilities for the foreseeable future. Any future development would be required to comply with *General Plan* policies to ensure that new developments would bear the cost of expanding sewage disposal system and site-specific sewer lines and supporting infrastructure would be designed and engineered for each development. The No Project Alternative assumes buildout within the Plan Area would occur in accordance with what is planned by the City in the General Plan. Therefore, implementation of the No Project Alternative would not result in significant wastewater impacts. Thus, compared to the Proposed Plan, the No Project Alternative would result in less development overall and a lower amount of wastewater usage. Therefore, impacts would be less than significant and would be less than the Proposed Plan.

Solid Waste

The No Project Alternative would result in significantly less development compared to the Proposed Plan; therefore, the generation of solid waste would not increase substantially under this Alternative.

Solid waste generated in the Plan Area would be transported to Mid-Valley Sanitary Landfill, San Timoteo Sanitary Landfill, Frank R. Bowerman Sanitary, Savage Canyon for disposal. The No Project Alternative would result in less development than compared to the Proposed Plan, therefore the generation of solid waste would be less under this Alternative. Therefore, implementation of the No Project Alternative would not result in solid waste impacts. As a result, impacts would be less than significant and less than the Proposed Plan.

Electricity

Future development resulting from the implementation of the No Project Alternative would result in the long-term and continued use of the electricity services provided by Southern California Edison (SCE). Potential electricity impacts associated with future development would be evaluated on a project-by-project basis. The No Project Alternative would result in significantly less development compared to the Proposed Plan and, as a result, electricity consumption would be incrementally reduced. However, the Proposed Plan would include a more energy efficient land use type (i.e., multi-family units) that could offset any potential electricity savings. As such, impacts related to electricity usage would be less than significant and would be similar to the Proposed Plan.

Natural Gas

Natural gas services are provided by SoCalGas. Potential natural gas impacts associated with future development would be evaluated on a project-by-project basis. Individual projects would be required to pay applicable fees. The No Project Alternative would result in significantly less development compared to the Proposed Plan and, as a result, natural gas consumption would be significantly reduced. However, the Proposed Plan includes a more energy efficient land use type (i.e., multi-family units) that could offset any potential natural gas savings. As such, impacts related to natural gas usage would be less than significant and would be similar to the Proposed Plan.

Relationship to the Project Objectives

As demonstrated in **Table 4.0-1, the No Project Alternative Relationship to the Proposed Plan Objectives,** the No Project Alternative would not achieve a majority of the project objectives. In addition, while a limited number of project objectives would be realized under the No Project Alternative, it would be to a lesser extent than the Proposed Plan as future development would coincide with the *General Plan* land uses and zoning.

Table 4.0-1
The No Project Alternative Relationship to the Proposed Plan Objectives

Heart of Norwalk Project Objectives	Relationship to the Objective
Create attractive and unique places that preserve and represent Norwalk's history, express Norwalk's culture and foment the growth of higher-quality and local businesses that serve the community.	Under the No Project Alternative, buildings that are considered historical resources within the Plan Area would continue to be preserved per the City's General Plan, However, without the design guidelines, policies, and strategies in the Plan, the City would not achieve the expressive vision or higher quality growth that will serve the community. This goal would not be achieved.
Improve community health and wellness by designing streets, paths and public spaces to prioritize walking, biking and other active modes of transportation.	Existing streetscape conditions would remain under the No Project Alternative. Further, the No Project Alternative would not implement new design guidelines that prioritize walking, biking and public space over traffic movement in the Plan Area. The goal would not be met.
Support the strengthening of communal bonds by creating open spaces for gathering and improving access to community facilities and affordable housing.	Future buildout under the No Project Alternative would follow the existing land use designations and policies under the City's General Plan and the applicable zoning regulations implemented by the City. The No Project Alternative would not establish new public plazas that could function as a gathering space for the community. Furthermore, the future buildout of the Plan Area would be limited; commercial, industrial, and public uses would remain zoned as such. Accordingly, opportunities to develop new affordable housing would be limited compared to the Proposed Plan. The goal would not be met.

Heart of Norwalk Project Objectives	Relationship to the Objective
Increase the availability of a variety of housing types to meet the existing and future needs of Norwalk residents.	As stated, the implementation of the No Project Alternative would include limited new residential areas, as the opportunity development areas identified in the Proposed Plan for new uses would continue to have the same zoning. Additionally, new future residential development projects under the No Project Alternative would not be allocated additional density or the opportunity to provide affordable housing units under a Development Opportunity Reserve land use designation. Therefore, the goal would not be met under the No Project Alternative.
Transform the built environment of the Heart of Norwalk into a sustainable, livable and people-centered area.	Under the No Project Alternative, buildout within the Plan Area would occur in accordance with the land uses included in the City's General Plan and the regulations implemented in the City's zoning code. New development standards and design guidelines that aim to transform the Plan Area into a sustainable, livable and people-centered area would not be implemented. Therefore, the goal would not be met under the No Project Alternative.

The environmental effects of the No Proposed Plan Alternative are included in **Table 4.0-4, Comparison of Alternatives to the Proposed Plan,** below.

Alternative 2 – Reduced Capacity Alternative

Aesthetics

The proposed Reduced Capacity Alternative (Alternative 2) would implement the same design guidelines and development standards as the Proposed Plan. However, a 50 percent reduction in new development would be assumed as compared to the Proposed Plan. That means a reduction in future infill and compact development would occur during the 20-year horizon period. As such, implementation of Alternative 2 would result in reduced changes to the existing urban character of Plan Area compared to the Proposed Plan. As the City has not identified or designated any scenic vistas, similar to the Proposed Plan, impacts to scenic vistas under Alternative 2 would be less than significant. Alternative 2 would continue to include design standards that would preserve the visual character of historic buildings in the Plan Area, such as the Front Street Buildings. Furthermore, the reduced buildout of the Alternative would result in a reduction in new development and redevelopment within existing lots in the Plan Area. As such, impacts related to aesthetics under Alternative 2 would be less than significant, and incrementally less than the Proposed Plan.

Air Quality

Alternative 2 would reduce the overall future development within the Plan Area compared to the Proposed Plan. However, as multiple development projects continue to be developed at the same time, cumulative construction activities associated with future development under Alternative 2 could potentially exceed

the SCAQMD thresholds for construction, similar to the Proposed Plan. As such, Alternative 2 would be subject to **Mitigation Measure AQ-1** through **AQ-8**, which could reduce impacts, although not below a level of significance. Under Alternative 2, the population growth would be reduced compared to the Proposed Plan, as a result, operational impacts would be reduced but would remain significant and unavoidable. Similar to the Proposed Plan, Alternative 2 would be consistent with the air quality-related regional plans and would not jeopardize attainment of state and federal ambient air quality standards. Consequently, compared to the Proposed Plan, impacts resulting from Alternative 2, would be similar for construction and operation, but would be significant and unavoidable.

Cultural Resources including Tribal Cultural Resources

Under Alternative 2, the amount of residential and non-residential uses would be reduced compared to the Proposed Plan. The Alternative would not affect the two important historical resources identified within the Plan Ares (i.e., Sproul House and the Front Street Buildings). Compared to the Proposed Plan, the reduction in development under Alternative would make it less likely to affect existing buildings that approach the age of historical significance (50 years old) during the lifetime of the Proposed Plan. However, this Alternative would be subject to **Mitigation Measure CUL-1**, which requires evaluation of potentially historical properties.

While no specific archeological resources have been identified within the Plan Area. Development, specifically grading, would have the potential to unearth archaeological and/or paleontological resources, as well as tribal cultural resources. Although Alternative 2 would result in less construction activity compared to the Proposed Plan, these construction activities would likely require additional ground disturbance. **Mitigation Measures CUL-2** through **CUL-4** would continue to apply. While impacts would remain less than significant, they would be incrementally less than the Proposed Plan due to the increase in development.

Greenhouse Gases

Implementation of Alternative 2 would result in the construction of a reduced amount of residential development than what is included in the Proposed Plan. Like the Proposed Plan, Alternative 2 would be consistent with AB 32, SB 32, AB 1279 and SB 375 and would result in a decrease in VMT and associated GHG emissions. However, the reduction in residential development limits the opportunity for additional housing to be incorporated into the Plan Area and would offset the efficiency in maximizing the connection between land uses and multimodal travel. The reduced number of people would result in fewer GHG emissions due to the reduction in development. Impacts to GHGs are based on consistency with plans and

Alternative 2 would be consistent with applicable GHG plans. As such, under Alternative 2, impacts related to GHG would be less than significant, and less than the Proposed Plan.

Hazards and Hazardous Materials

Implementation of Alternative 2 would reduce the number of multi-family units and non-residential development compared to the Proposed Plan. Similar to the Proposed Plan, operation of residential and non-residential uses does not generally involve the routine use, transport, or disposal of significant amounts of hazardous materials, including hazardous chemical, radioactive, and biohazardous materials. Implementation of Alternative 2 would reduce land uses that use, create, or dispose of hazardous materials, The use of these materials would be regulated and monitored by federal, state, and local regulations and policies. Specifically, future development within the Plan Area would be subject to compliance with the programs administered by the LACFD's Health Hazardous Material Division (HHMD). Further, Alternative 2 would be subject to **Mitigation Measure HAZ-1**, which would require all discretionary projects to conduct a Phase I, and if necessary, a Phase II investigation. Compliance with regulations and **Mitigation Measure HAZ-1** would result in a less than significant impact and would be incrementally less compared to the Proposed Plan.

Hydrology and Water Quality

Alternative 2 would reduce residential development compared to the Proposed Plan. The majority of the Project Area is developed and covered with impervious surface. Thus, future development projects associated with Alternative 2 would be limited to infill or redevelopment projects. Similar to the Project, projects developed under Alternative 2 would be required to comply with existing federal, state, and local regulations related to groundwater quality. Sustainable design features included in the Project as a means to reduce stormwater runoff volume (e.g., permeable paving, urban bioswales, efficient water irrigation, and drought tolerant landscaping) would be included under Alternative 2. As described above, most of the Project Area is currently developed and Alternative 2 would reduce the amount of impervious surface within the Project Area at a similar level when compared to the Project. As such, water quality impacts would be similar to Proposed Plan and would be less than significant.

Groundwater recharge areas would be minimally impacted by Alternative 2 as the Plan Area is developed and does not currently represent a significant source of groundwater recharge.

Similar to the Proposed Plan, construction activities under Alternative 2 could result in potentially significant impacts to water quality. Compared to the Proposed Plan, less new construction would take place under Alternative 2. However, new construction under Alternative 2 would be subject to existing regulatory requirements, including compliance with the State Water Resources Control Board (SWRCB)

Construction General Permit and the provisions in the Los Angeles County Municipal Storm Water (MS4) Permit addressing control of construction phase water impacts. In addition, individual development projects would be required to submit a SWPPP, and SUSMP, if applicable, and provide appropriate on-site mitigation measures. As such, construction-related impacts to hydrology and water quality would be less than significant under Alternative 2.

Implementation of Alternative 2 could increase the rate and/or amount of stormwater runoff in comparison to existing conditions, which in turn could result in flooding issues on or off-site. Similar to the Proposed Plan, future development projects under Alternative 2 would be required to undergo separate environmental review under CEQA to evaluate project-level impacts to the City's stormwater drainage system and facilities. However, less development projects under Alternative 2 would occur compared to existing conditions. As a result, potential flooding impacts would be less than significant and would be similar to the Proposed Plan.

Land Use

Under Alternative 2, the residential development would be reduced compared to the Proposed Plan. Similar to the Proposed Plan, Alternative 2 would propose the same districts and corridors proposed under the Proposed Plan. Implementation of these districts and corridors would not result in the potential to divide an established community as a majority of the Plan Area is currently developed. The same development standards included in the Proposed Plan would also be included under Alternative 2, and therefore, would be consistent with SCAG's strategies, and the *City's General Plan's* goals and policies. However, the Proposed Plan would reduce the allowed residential and mixed-use development within the three proposed districts and major corridors. Thus, Alternative 2 would be consistent with residential land use goals and policies outlined in the *General Plan*, specifically goals and policies that encourage a diversity of residential uses. As such, impacts under Alternative 2 would be less than significant, and would be similar to the Proposed Alternative.

Noise

Grading and construction activities associated with the Alternative 2 could intermittently and temporarily generate noise levels above ambient background levels including noise levels above those permissible by the *General Plan*, noise ordinance and other applicable standards. Generally, construction-related noise impacts would be short-term and localized in nature and would occur in accordance with the City's Municipal Code Noise Ordinance and any additional applicable plans or standards. In addition, some sensitive receptors could experience noise levels that would exceed the City's interior and exterior noise standards due to the increase in roadway noise, surrounding land uses, and temporary construction

activities. Similar to the Proposed Plan, development under Alternative 2 would be required to adhere to and implement the *General Plan* goals and policies, would be subject to rigorous federal and local environmental review, and would be required to abate increases in noise levels in accordance with applicable criteria. Further, individual development projects would be reviewed for project-specific impacts during any required environmental review. **Mitigation Measures NOI-1, NOI-2,** and **NOI-3** would continue to apply. However, the anticipated amount of development in Alternative 2 would be less than the Proposed Plan. As such, grading and construction activities under Alternative 2 would generate a reduced amount of noise overall as a result of less construction activity.

Specific construction activities such as pile driving could result in potential vibration impacts. As discussed above, future development associated with Alternative 2 would be reduced compared to the Proposed Plan. Therefore, the anticipated amount of noise and vibration from construction activities (i.e., pile driving) under Alternative 2 would be reduced. However, construction noise impacts would be similar to the Proposed Plan and would be significant and unavoidable.

Operational noise would also occur as a result of Alternative 2 as a combination of residential and commercial, uses would be developed. Alternative 2 would result in a reduced number of residential units developed compared to the Proposed Plan. As Alternative 2 would be required to comply with existing ordinances regarding noise and identified mitigation measures would be applied, impacts would be less than significant. Operational noise under Alternative 2 would be less than significant and incrementally less than the Proposed Plan.

Population, Housing and Employment

Alternative 2 would reduce the number of multi-family dwelling units compared to the Proposed Plan. As described in **Section 3.9, Population and Housing**, the Proposed Plan would introduce approximately 3,087 housing units and 10,949 residents to the City.[6] Accordingly, Alternative 2 would introduce approximately half of the number of housing units (1,542 housing units) and number residents (5,474 residents). Given that Alternative 2 would permit residential development to occur in existing non-residential areas, and preserve existing low-density neighborhoods, the Alternative would not result in the displacement of large numbers of existing housing units and or people or result in substantial population growth. Thus, similar to the Proposed Plan, implementation of Alternative 2 would not induce substantial population growth in the area, either directly or indirectly, nor would it result in the displacement of large numbers of existing housing units and or people. However, this alternative would not go as far in adding

6 Residential units are conservatively expected to exhibit the characteristics of the Plan Area with about 3.55 persons per household.

housing units to help the City achieve its RHNA of an additional 5,034 housing units. Nonetheless, impacts would be less than significant and would be incrementally less than to the Proposed Plan.

Public Services

Fire

Similar to the Proposed Plan, future buildout under Alternative 2 would result in additional demands on existing fire services, as individual projects are developed and associated increases in population are realized. As buildout would occur over several years, any increase in demand for fire protection services would occur gradually as additional development and associated population growth is added to Plan Area. The LACFD would continue to regularly monitor fire department resources to ensure that adequate facilities, staffing, and equipment are available to serve existing and future development and population increases. As Alternative 2 would result in a reduced number of multi-family dwelling units that could be constructed, the number of services calls as well as the number of revenue-generating sources would be reduced compared to the Proposed Plan. Thus, with continued monitoring of LACFD staffing levels by the county, impacts to fire services would be less than significant. Impacts to fire services would be incrementally less than the Project.

Police

Alternative 2 would include 1,542 multi-family units, resulting in a population growth of 5,474 people. Similar to the Proposed Plan, as population within the Plan Area increases, additional police facilities, personnel, and equipment would be required to maintain adequate levels of police protection. As buildout of Alternative 2 would occur over several years, any increase in demand for police protection services would occur gradually as additional development and associated population growth is added to the Plan Area. impacts to police services would be incrementally less than the Proposed Plan.

Education

Alternative 2 would include 1,542 multi-family units, resulting in a population growth of 5,474 people. This would result in a reduced number of school aged children compared to the Proposed Plan, with 1,318 elementary school students, 682 middle school students, and 902 high school students. Similar to the Project, individual development projects associated with Alternative 2 would be assessed education facilities fees based on the use and size of each project. Pursuant to California Government Code Section 65995, payment of fees to NLMUSD is considered full mitigation for project impacts, including impacts related to the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts,

in order to maintain acceptable service ratios, or other performance objectives for schools. The amount of education facility fees generated by development associated with Alternative 2 would be the less than the Proposed Plan. Alternative 2 would also be required to comply with all applicable *General Plan* policies and actions, and state and federal regulations. Therefore, similar to the Proposed Plan, impacts under Alternative 2 related to education facilities would be less than significant. With the reduced housing units and population projected under Alternative 2, impacts to educational facilities would be less than the Proposed Plan.

Library Services

Under Alternative 2, the number of multi-family dwelling units would be less than the Proposed Plan . The City's new residents would increase the demand for library services in the Plan Area, but similar to the Proposed Plan, demand could be accommodated by Norwalk Library, as well as the Alondra Library and the Whittier Library in the surrounding area. As a result, impacts to library services associated with the implementation of Alternative 2 would be less than significant, similar to the Proposed Plan.

Parks and Recreation

Alternative 2 would reduce the number of multi-family dwelling units compared to the Proposed Plan, resulting in a lower projected growth in population. However, similar to the Proposed Plan, Alternative 2 would preserve the existing parks and recreation facilities. Similar to the Proposed Plan, Alternative 2 would introduce plans for open space within the proposed corridors through plazas, neighborhood parks, streetscapes, and a regional trail as well as bike lanes. Further, due to the reduction in projected population growth compared to the Proposed Plan, implementation of Alternative 2 would not exceed the Quimby Act standards. Thus, impacts to parks and recreational facilities would be less than significant and would be incrementally less than the Proposed Plan.

Transportation

Alternative 2 would reduce the number of residential dwelling units compared to the Proposed Plan. As such, the projected daily trips for all other future development would be less than the Proposed Plan. The proposed roadway improvements under Alternative 2 would be the same as the Proposed Plan and will adhere to City and State engineering design standards to meet sight distance requirements, including visibility of pedestrians and bicyclists. Similar to the Proposed Plan, Alternative 2 would result in the development of residential uses within ½ mile of high frequency transit areas. However, because this development would be reduced compared to the Proposed Plan, implementation of Alternative 2 may result in an increase in VMT/Service Population. Given that the VMT/Service Population under the Proposed Plan is only 0.6 less than the CEQA threshold for Los Angeles County (14.3), the increase under

Alternative 2 may exceed this threshold. As such, impacts to traffic and transportation would be potentially significant and greater than the Proposed Plan.

Utilities and Services

Water Supply

Alternative 2 would reduce the number of multi-family dwelling units compared to the Proposed Plan. As a result, the amount of demand for water would be reduced. The Norwalk Municipal Water System provides the Plan Area with potable water. The water in Norwalk is imported from the Central Basin Municipal Water District (CBMWD), and includes groundwater from the Central Basin, and recycled water for power generation from CBMWD. The 2020 UWMP concluded that there would be sufficient water supplies to meet the water demands of its customers, including those in the Project Area, in normal, single dry, and multiple dry years.

Although Alternative 2 would include a more efficient land use (i.e., multi-family units) compared to existing conditions. This would reduce the per capita water usage from existing conditions. Water efficient design guidelines included in the Project such as, water efficient irrigation, urban bioswales, and drought tolerant landscaping would be incorporated in Alternative 2 and would further reduce water consumption in the Project area. However, implementation of Alternative 2 would result in a reduced demand for water service compared to the Proposed Plan. Water demand impacts under Alternative 2 would be less than significant but would be incrementally less than the Proposed Plan.

Wastewater

Alternative 2 would reduce the number of multi-family dwelling units compared to the Proposed Plan. As a result, the amount of wastewater generated under Alternative 2 would be incrementally less. Individual development projects would generate wastewater typical of residential and non-residential uses. Buildout of Alternative 2 would not disrupt sewer services in the Project Area or exceed the capability of Los Angeles County Sanitation District (LACSD) and the Joint Water Pollution Control Plant (JWPCP). Construction contractors would provide portable on-site sanitation facilities for use during demolition and construction of future development projects. Implementation of the Alternative 2 would result in less than significant impacts and would be similar to the Project.

Solid Waste

The majority of the solid waste generated in the Plan Area would be transported to Mid-Valley Sanitary Landfill, the San Timoteo Sanitary Landfill, the Frank R. Bowerman Sanitary Landfill, or the Savage Canyon

Landfill for disposal. Each landfill has sufficient capacity to operate as capacity ranges between 9,510,833 tons to 205,000,000 tons in solid waste. Implementation of Alternative 2 would result in a reduced number of residential units compared to what is proposed under the Proposed Plan. Further, the amount of future development and redevelopment would be reduced under Alternative 2, resulting in reduced levels of solid waste generation compared to the Proposed Plan. However, compared to existing conditions, more construction would occur, and more construction-related solid waste including wood, paper, metal, plastic, cardboard, and green wastes would be generated. Future development projects under Alternative 2 would be required to recycle/divert 75 percent of the construction waste, pursuant to the requirements of AB 939. Therefore, implementation of the Alternative 2 would result in an incrementally lower amount of solid waste generated compared to the Proposed Plan. Impacts would be less than significant and similar to the Proposed Plan.

Electricity

Future development resulting from the implementation of the Alternative 2 would result in the long-term and continued use of electricity resources. Similar to the Proposed Plan, potential electricity impacts associated with new developments would be evaluated on a project-by-project basis. New development would be served by SCE and would be required to pay applicable fees assessed by the Department necessary to provide service to the specific project. SCE would not provide service to future projects if there were not adequate electricity supplies and infrastructure to maintain existing service levels and meet the anticipated electricity demands of the specific development requesting service. Impacts to electricity resources would be less than significant but due to the reduction in the number of units overall demand would be less and impacts would be less than the Proposed Plan.

Natural Gas

Future development resulting from the implementation of Alternative 2 would result in long-term and continued use of natural gas resources. Similar to the Proposed Plan, potential natural gas impacts associated would be evaluated on a project-by-project basis and would be required to pay applicable fees assessed by the Southern California Gas Company (SoCalGas) before service is provided to a project site. SoCalGas would not provide service to new developments if there were not adequate natural gas supplies and infrastructure to maintain existing service levels and meet the anticipated demands of the Proposed Plan. Similar to the Proposed Plan, implementation of Alternative 2 would result in less than significant impacts to natural gas services. However, with the reduced number of units natural gas impacts under Alternative would be incrementally less the Proposed Plan.

Relationship to the Project Objectives

The project's objectives are included in **Table 4.0-2, Alternative 2 Relationship to the Proposed Plan Objectives.** As shown in **Table 4.0-2,** Alternative 2 would achieve most of the project objectives but to a lesser degree than the Proposed Plan.

Table 4.0-2
Alternative 2 Relationship to the Proposed Plan Objectives

Heart of Norwalk Project Objectives	Relationship to Objectives
Create attractive and unique places that preserve and represent Norwalk's history, express Norwalk's culture and foment the growth of higher-quality and local businesses that serve the community.	Alternative 2 would introduce fewer new residential units than the Proposed Plan. However, all aspects of the Proposed Plan, such as guidelines that would preserve the historical character of the Plan Area, would be the same under Alternative 2. Thus, while Alternative 2 would implement opportunities to establish new unique places and foment the growth of higher-quality and local businesses in the Proposed Plan, these opportunities would be less compared to Alternative 2. Nevertheless, the goal would be met, to a lesser degree.
Improve community health and wellness by designing streets, paths and public spaces to prioritize walking, biking and other active modes of transportation.	Similar to the Proposed Plan, Alternative two would establish new design guidelines that prioritize walking, biking and public space over. traffic movement in the Plan Area. The goal would be met.
Support the strengthening of communal bonds by creating open spaces for gathering and improving access to community facilities and affordable housing.	Similar to the Proposed Plan, Alternative 2 would establish new public plazas that could function as a gathering space for the community. However, the proposed number of multi-family housing units under Alternative 2 would be less than the Proposed Plan. Accordingly, opportunities to develop new affordable housing would be limited compared to the Proposed Plan. Thus, the goal would be met, to a lesser degree.
Increase the availability of a variety of housing types to meet the existing and future needs of Norwalk residents.	As stated, implementation of Alternative 2 would result in a reduced number of housing units compared to the Proposed Plan. Although the implementation of Alternative 2 would result in an opportunity to provide a variety of housing types, this would be at a lesser extent compared to the Proposed Plan. Therefore, the goal would be met, to a lesser degree.
Transform the built environment of the Heart of Norwalk into a sustainable, livable and people-centered area.	The same development standards and design guidelines as the Proposed Plan would be implemented under Alternative 2. These development standards and design guidelines aim to transform the Plan Area into a sustainable, livable and people-centered area would not be implemented. The goal would be met.

The environmental effects of Alternative 2 are included in **Table 4.0-4, Comparison of Alternatives to the Proposed Plan,** below.

Alternative 3 – Increased Commercial Development Alternative

Aesthetics

The proposed Increased Commercial Development Alternative (Alternative 3) would implement the same design guidelines and development standards as what is proposed in the Proposed Plan. However, more commercial development would be encouraged throughout the districts and corridors. Alternative 3 would implement design guidelines that would result in development standards, and Specific Plan goals and policies that would serve as a roadmap for future development creating a vision for the scenic quality of the entire Plan Area. As the City has not identified or designated any scenic vistas, similar to the Proposed Plan, under Alternative 3 impacts to scenic vistas would be less than significant. While the Alternative would continue to include design standards in areas like the Front Street Corridor, to achieve the increase in commercial development necessary in this alternative some increases in height may be necessary or larger lots may be required to provide the necessary square footage. While impacts would likely remain less than significant, it is possible that some of the historic charm of the districts may be achieved to a lesser extent. As such, impacts related to aesthetics under Alternative 3 would be less than significant, and incrementally greater than the Proposed Plan.

Air Quality

Alternative 3 would result in more overall development than the Proposed Plan Alternative 3 would likely exceed the SCAQMD thresholds for construction, similar to the Proposed Plan. Alternative 3 would be subject to **Mitigation Measures AQ-1** through **AQ-8**, which could reduce impacts, although not below a level of significance. Under Alternative 3, the population growth would be the same as under the Proposed Plan, but the increase in commercial could generate more vehicle trips to the Plan Area increasing emissions. Operational impacts would likely remain significant and unavoidable, but would be incrementally greater than the Proposed Plan since there would be an increase in commercial uses. Similar to the Proposed Plan, Alternative 3 would be consistent with the air quality-related regional plans and would not jeopardize attainment of state and federal ambient air quality standards. Consequently, compared to the Proposed Plan, impacts resulting from Alternative 3, would be similar for construction, and operation but would remain significant and unavoidable.

Cultural Resources including Tribal Cultural Resources

Under Alternative 3, the same number of residential units would be developed, but more commercial development would occur. Two locally important historical resources have been identified in the Plan Area, the Sproul House and the Front Street Buildings. While these specific properties would not be affected by the Alternative, the increase in development would make it more likely that more buildings

that are of the age of historical significance (approaching 50 years old) could be identified for redevelopment. This alternative would also be subject to **Mitigation Measure CUL-1** which requires evaluation of potentially historical properties.

While no specific archeological resources have been identified within the Plan Area. Development, specifically grading, would have the potential to unearth archaeological and/or paleontological resources, as well as tribal cultural resources. More new construction would require additional ground disturbance. **Mitigation Measures CUL-2** through **CUL-4** would continue to apply. While impacts would remain less than significant, they would be incrementally greater than the Proposed Plan due to the increase in development.

Greenhouse Gases

Implementation of Alternative 3 would result in the construction of more commercial development than the Proposed Plan. While the northern portion of the Plan Area is a transit priority area (TPA) and a future planned Metro stop could be implemented in the Plan Area, this alternative could generate more vehicle trips than the Proposed Plan. However, a significance determination is based on a project's consistency with the state's laws and programs to address climate change (i.e., AB 32, SB 32, Ab 1279, and SB 375), regional plans to address climate change consistent with state laws and plans (i.e., 2020 - 2045 RTP/SCS), and local plans and policies to address climate change (i.e., City of Norwalk Energy Action Plan). Despite the increase in vehicle trips to the Plan Area, like the Proposed Plan, Alternative 3 would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG emissions and this impact would remain less than significant.

Hazards and Hazardous Materials

Implementation of Alternative 3 would result in the same number of multi-family units and would increase commercial development instead of reducing commercial development. Similar to the Proposed Plan operation of residential and commercial uses does not generally involve the routine use, transport, or disposal of significant amounts of hazardous materials, including hazardous chemical, radioactive, and biohazardous materials. Further, land uses that use, create, or dispose of hazardous materials are regulated and monitored by federal, state, and local regulations and policies. Thus, future development under Alternative 3 would be subject to the same existing federal, state, and local regulations, which would reduce potential impacts to less than significant. Furthermore, Alternative 3 would be subject to **Mitigation Measure HAZ-1**, which would require all discretionary projects to conduct a Phase I, and if necessary, a Phase II investigation. Compliance with regulations and **Mitigation Measure HAZ-1** would result in a less than significant impact and would result in similar impacts when compared to the Proposed Plan.

Hydrology and Water Quality

Under Alternative 3, the same number of multi-family units would be developed but there would be an increase commercial development instead of a reduction. The majority of the Plan Area is developed and covered with impervious surface. Thus, future development projects associated with Alternative 3 would be limited to infill or redevelopment projects. Similar to the Proposed Plan, projects developed under Alternative 3 would be required to comply with existing federal, state, and local regulations related to groundwater quality. Sustainable design features included in the Proposed Plan as a means to reduce stormwater runoff volume (e.g., permeable paving, bioretention facilities) would be included under Alternative 3. As described above, most of the Plan Area is currently developed and Alternative 3 would reduce the amount of impervious surface within the Project Area at a similar level when compared to the Proposed Plan. As such, water quality impacts under Alternative 3 would be similar to the Proposed Plan and would be less than significant.

Groundwater recharge areas would be minimally impacted by Alternative 3 as the Plan Area is largely developed and does not currently represent a significant source of groundwater recharge. More new construction would take place under Alternative 3 and construction activities would be subject to existing regulatory requirements, including compliance with the State General Construction Activity Storm Water Permit and the provisions in the MS4 Permit addressing control of construction phase water impacts. In addition, individual development projects would be required to submit a Hydrology/Hydraulic Report, SWPPP, and a Standard Urban Stormwater Mitigation Plan (SUSMP), if applicable, and provide appropriate on-site mitigation measures. As such, construction-related impacts to hydrology and water quality would be less than significant under Alternative 3.

Implementation of Alternative 3 could increase the rate and/or amount of stormwater runoff in comparison to existing conditions, since additional commercial uses are being proposed, which in turn could result in flooding issues on or off-site. As the ability of the storm drainage system to accommodate water flows is largely based on ground permeability and infrastructure capacity, the Project's design guidelines would help to reduce any future flooding and would be applied under Alternative 3. As a result, potential flooding impacts would be less than significant and would be similar to the Proposed Plan.

Land Use

Under Alternative 3, the number of proposed residential units would remain the same, while there would be an increase in commercial development. This change in proposed land uses would not result in the potential to divide an established community as a majority of the Plan Area is currently developed and the Proposed Plan / Alternatives support uses that would bring additional housing to the Plan Area. The same

development standards included in the Proposed Plan would also be included under Alternative 3, and therefore, would be consistent with SCAG's strategies, and the *General Plan's* goals and policies. Alternative 3 would simply provide additional commercial uses in addition to the housing proposed under the Proposed Plan. As such, impacts under Alternative 2 would be less than significant, and would be less than the Project.

Noise

Like the Proposed Plan, grading and construction activities associated with the Alternative 3 could intermittently and temporarily generate noise levels above ambient background levels including noise levels above those permissible by the *General Plan*, noise ordinance and other applicable standards. Generally, construction-related noise impacts would be short-term and localized in nature and would occur in accordance with the City's Municipal Code Noise Ordinance and any additional applicable plans or standards. In addition, some sensitive receptors could experience noise levels that would exceed the City's interior and exterior noise standards due to the increase in roadway noise, surrounding land uses, and temporary construction activities. The increase in commercial development in Alternative 3 would be similar to the Proposed Plan but could introduce more construction and operation noise than the Proposed Plan. Additionally, similar to the Proposed Plan, development under Alternative 3 would be required to adhere to and implement the *General Plan* goals and policies, would be subject to federal and local environmental review, and would be required to abate increases in noise levels in accordance with applicable criteria. Further, individual development projects would be reviewed for project-specific impacts during any required environmental review. **Mitigation Measures NOI-1, NOI-2,** and **NOI-3** would continue to apply.

Specific construction activities such as pile driving could result in potential vibration impacts. As discussed above, future development associated with Alternative 3 would be similar to the Proposed Plan. Therefore, the anticipated amount of noise and vibration from construction activities (i.e., pile driving) under Alternative 3 would be similar. Construction noise impacts would be similar to the Proposed Plan and would be significant and unavoidable.

Operational noise would also occur as a result of Alternative 3, as a combination of residential and commercial uses would be developed. Alternative 3 would result in the same amount to units developed as the Proposed Plan. Like the Proposed Plan, Alternative 3 would also result in significant and unavoidable impacts regarding noise but would also be required to comply with existing ordinances regarding noise and identified mitigation measures would be applied.

Population, Housing and Employment

Alternative 3 would result in the same number of housing units as under the Proposed Plan but would also result in the development of 173,350 square feet of commercial uses. The projected population within the Proposed Plan would remain the same since the housing provided under both the Proposed Plan and Alternative 3 are the same. Like the Proposed Plan, Alternative 3 would not result in the displacement of large numbers of existing housing units and or people or result in substantial population growth. Thus, similar to the Proposed Plan, implementation of Alternative 3 would not induce substantial population growth in the area, either directly or indirectly, nor would it result in the displacement of large numbers of existing housing units and or people. Impacts would be less than significant and would be similar to the Proposed Plan.

Public Services

Fire

Similar to the Proposed Plan, future buildout under Alternative 3 would result in additional demands on existing fire services, as individual projects are developed and associated increases in population are realized. As buildout would occur over 20 years, any increase in demand for fire protection services would occur gradually as additional development and associated population growth is added to the Plan Area. The LACFD would continue to regularly monitor fire department resources to ensure that adequate facilities, staffing, and equipment are available to serve existing and future development and population increases. As Alternative 3 would result the same amount of housing units being constructed, the number of service calls as well as the number of revenue-generating sources would be the same. Thus, with continued monitoring of LACFD staffing levels, impacts to fire services would be less than significant. Impacts to fire services would be similar to the Proposed Plan.

Police

Alternative 3 would include 3,087 housing units resulting in a conservative population growth of 10,949 people, the same as the Proposed Plan, but would introduce additional commercial uses. Similar to the Proposed Plan, as population and commercial uses within the Plan Area increases, additional police facilities, personnel, and equipment could be required to maintain adequate levels of police protection. As buildout of the Specific Plan would occur over 20 years, any increase in demand for police protection services would occur gradually as additional development and associated population growth is added to the Plan Area. Nonetheless, with continued monitoring of police department staffing levels by the Sheriff's Department, impacts would be less than significant.

In conclusion, Alternative 3 would result in the same number of housing units and the same projected population growth. Thus, impacts to police services would be similar to the Proposed Plan.

Education

Alternative 3 would include 3,087 housing units, resulting in a population growth of 10,949 people, the same as the Proposed Plan. This would keep the number of school aged children at 1,634 students, with 742 elementary school students, 384 middle school students, and 508 high school students. Similar to the Proposed Plan, individual development projects associated with Alternative 3 would be assessed education facilities fees based on the use and size of each project. Pursuant to California Government Code Section 65995, payment of fees to NLMUSD is considered full mitigation for project impacts, including impacts related to the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives for schools. The amount of education facility fees generated by development associated with Alternative 3 would be the same as the Proposed Plan. Alternative 3 would also be required to comply with all applicable *General Plan* policies and actions, and state and federal regulations. Therefore, similar to the Proposed Plan, impacts under Alternative 3 related to education facilities would be less than significant. With the same number of units and population growth projected under Alternative 3, impacts to educational facilities would be similar to the Proposed Plan.

Library Services

Under Alternative 3, 3,087 housing units would be developed, the same as under the Proposed Plan. The City's new residents, conservatively assuming all population growth comes from new residents, could increase the demand for library services in the Plan Area, but similar to the Proposed Plan, demand could be accommodated by both by the LA County Library branches in the surrounding area. As a result, impacts to library services associated with the implementation of Alternative 3 would be less than significant, similar to the Proposed Plan.

Parks and Recreation

Alternative 3 would include 3,087 housing units, resulting in the same projected population growth as under the Proposed Plan. Alternative 3 proposes the addition of 173,350 square feet of commercial uses. Alternative 3 would also include the implementation of open space within the proposed corridors through plazas, neighborhood parks, streetscapes, and a regional trail as well as bike lanes to connect the different districts and corridors, same as the Proposed Plan. Thus, impacts would be similar to the Proposed Plan

and would be less than significant. With the same number of units proposed and the same projected population growth, impacts to recreational services would be similar to the Proposed Plan.

Transportation

Alternative 3 would include 3,087 housing units, similar to the Proposed Plan. However, under Alternative 3, 173,350 square feet of commercial uses would be added to the Plan Area. This introduction of additional commercial uses would generate additional trips to the Plan Area that were not anticipated under the Proposed Plan and could decrease the reduction in VMT to the Plan Area. Alternative 3 would include the same community improvements through the proposed districts and corridors in the Specific Plan. The proposed improvements included in the Specific Plan would be designed to City and State engineering standards to meet sight distance requirements, including visibility of pedestrians and bicyclists improving safety. The new commercial uses proposed in Alternative 3 is more than likely to exceed the County's VMT significance threshold of 16.8 percent less than the existing VMT per capita and the additional commercial uses would introduce more trips to the Plan Area. Impacts related to transportation could be greater than those identified in the Proposed Plan, and potentially significant.

Utilities and Services

Water Supply

Alternative 3 would include the same amount of housing development as proposed under the Proposed Plan, but would include the development of commercial uses. As a result, the amount of demand for water would increase. The City is served by five retail water agencies: The Norwalk Municipal Water System, Liberty Utilities, Golden State Water Company, the City of Santa Fe Springs, and the City of Cerritos. On average, 65 percent of the City's source of water is imported water, 31 percent is local ground water supply In the Central Basin, and the remaining 4 percent is recycled water. The City's UWMP concluded that there would be sufficient water supplies to meet the water demands of its customers, including those in the Plan Area, in normal, single dry, and multiple dry years. Approximately 91 percent of the City's water demand is single- and multi-family residential, while the remaining 9 percent comprises commercial, institutional, and industrial uses and irrigation for dedicated landscaping. Since Alternative 3 is providing the same amount of housing but increasing commercial usage, water demand impacts under Alternative 3 would be similar but greater than the Proposed Plan.

Wastewater

Implementation of Alternative 3 would result in the same number of units as proposed under the Proposed Plan but would introduce 173,350 square feet of commercial uses. As a result, the amount of wastewater

generated under Alternative 3 would be the similar, but greater than the Proposed Plan. Individual development projects would generate wastewater typical of residential and commercial uses. Buildout of Alternative 3 would not disrupt sewer services in the Plan Area or exceed the capability of Los Angeles County Sanitation District (LACSD) and the Joint Water Pollution Control Plant (JWPCP). Construction contractors would provide portable on-site sanitation facilities for use during demolition and construction of future development projects. Implementation of the Alternative 3 would result in similar but greater wastewater generation.

Solid Waste

The City sends solid waste to four different landfills: the Mid-Valley Sanitary Landfill, the San Timoteo Sanitary Landfill, the Frank R. Bowerman Sanitary Landfill, and the Savage Canyon Landfill. All four landfills would be able to accommodate the Proposed Plan. The Proposed Plan and Alternative 3 would result in the same amount of housing units being developed, but Alternative 3 includes commercial uses being developed as well. As a result, more construction would occur, and more construction-related solid waste including wood, paper, metal, plastic, cardboard, and green wastes would be generated. Future projects under Alternative 3 would be required to recycle/divert 75 percent of the construction waste, pursuant to the requirements of Assembly Bill 939 (AB 939). Additionally, the commercial uses would generate more operational solid waste than the Proposed Plan. Therefore, implementation of Alternative 3 would result in a greater amount of solid waste generated compared to the Proposed Plan. Impacts would more than likely remain less than significant under Alternative 3, but the solid waste generated would be greater than the Proposed Plan.

Electricity

Future development resulting from the implementation of Alternative 3 would result in the long-term and continued use of electricity resources. Similar to the Proposed Plan, potential electricity impacts associated with new developments would be evaluated on a project-by-project basis. New development would be served by Southern California Edison and would be required to pay applicable fees necessary to provide service to a specific project. SCE would not provide service to future projects if there were not adequate electricity supplies and infrastructure to maintain existing service levels and meet the anticipated electricity demands of the specific development requesting service. Impacts to electricity resources would be greater, but similar to the Proposed Plan.

Natural Gas

Future development resulting from the implementation of the Alternative 3 would result in long-term and continued use of natural gas resources, conservatively assuming that natural gas is implemented in new

development. Similar to the Proposed Plan, potential natural gas impacts associated would be evaluated on a project-by-project basis and would be required to pay applicable fees before service is provided to a project site. SoCalGas would not provide service to new developments if there were not adequate natural gas supplies and infrastructure to maintain existing service levels and meet the anticipated demands of the project. Similar to the Proposed Plan, implementation of Alternative 3 would result in less than significant, but greater impacts to natural gas services.

Relationship to the Project Objectives

The project's objectives are included in **Table 4.0-3, Alternative 3 Relationship to the Heart of Norwalk Objectives.** As shown in **Table 4.0-3,** Alternative 3 would achieve all of the Specific Plan objectives. Although Alternative 3 achieves these objectives, Alternative 3 places greater demand on some resources than those in the Proposed Plan.

Table 4.0-3
Alternative 3 Relationship to the Heart of Norwalk Objectives

Heart of Norwalk Project Objectives	Relationship to Objectives
Create attractive and unique places that preserve and represent Norwalk's history, express Norwalk's culture and foment the growth of higher-quality and local businesses that serve the community.	Alternative 3 would introduce the same number of housing units in the Proposed Plan. The Proposed Plan and Alternative 3 would have a net reduction of square feet of industrial and institutional uses. However, Alternative 3 would include the addition of 173,350 square feet of commercial uses. All aspects of the Proposed Plan as well as Alternative 3 would preserve the historical character of the Plan Area to the best extent possible. However, while impacts would likely remain less than significant, it is possible that some of the historic charm of the districts may be achieved to a lesser extent with the introduction of additional commercial uses. Thus, this goal would be met, but to a lesser degree.
Improve community health and wellness by designing streets, paths and public spaces to prioritize walking, biking and other active modes of transportation.	Similar to the Proposed Plan, Alternative 3 would establish new design guidelines that prioritize walking, biking and public space over traffic movement in the Plan Area. However, the additional of commercial uses may increase traffic making the streets and corridors less pedestrian and bicycle friendly. The goal would be met, but to a lesser extent than the Proposed Plan.
Support the strengthening of communal bonds by creating open spaces for gathering and improving access to community facilities and affordable housing.	Similar to the Proposed Plan, Alternative 3 would establish new public plazas that could function as a gathering space for the community. However, the proposed number of commercial square footage would increase. Since the proposed housing units under Alternative 3 would be the same as the Proposed Plan, the full extent of housing would be developed, providing the same opportunities for housing and community facilities in addition to new commercial uses. The goal would be met.
Increase the availability of a variety of housing types to meet the existing and future needs of Norwalk residents.	As stated, implementation of Alternative 3 would result in the same amount of housing compared to the Proposed Plan. Since the housing development between the two options would be the same, the goal is met.

Heart of Norwalk Project Objectives	Relationship to Objectives
Transform the built environment of the Heart of Norwalk into a sustainable, livable, and people-centered area.	The same development standards and design guidelines as the Proposed Plan would be implemented under Alternative 3. These development standards and design guidelines aim to transform the Plan Area into a sustainable, livable, and people-centered area would be implemented. Alternative 3 proposed more commercial uses in addition to retaining the same amount of housing proposed in the Proposed Plan. Further, the introduction of additional commercial would achieve the people-centered objective. The goal would be met.

4.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section 15126.6 of the *State CEQA Guidelines* requires that an "environmentally superior" alternative be selected among the alternatives that are evaluated in an EIR. In general, the environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. If the No Project Alternative is identified as environmentally superior, then another environmentally superior alternative shall be identified among the other alternatives.

As shown in **Table 4.0-4**, **Comparison of Alternatives to the Proposed Plan,** none of the alternatives would eliminate the significant and unavoidable impacts associated with the Proposed Plan (construction and operation air quality emissions and construction noise and vibration). However, the Reduced Capacity Alternative (Alternative 2) would incrementally reduce the significant impacts on construction noise and air quality due to a reduction in future development and the overall population. Under Alternative 2, impacts related to air quality during construction and operations would be similar. Impacts related to aesthetics, greenhouse gas emissions, hydrology and water quality, population and housing, public services (except for parks and recreation), and utilities (with the exception of electricity) would be incrementally less under Alternative 2 compared to the Proposed Plan. Alternative 2 would require the implementation of the same mitigation measures that are proposed to reduce impacts related to cultural/tribal cultural resources and hazardous materials. However, these impacts would be incrementally less than the Proposed Plan. Due to the reduction in capacity and overall development, Alternative 2 would incrementally reduce impacts compared to the Proposed Plan in most cases. However, Alternative 2 would result in a significant VMT impact, as it would exceed the threshold. This would be a new significant impact that would not occur with the Proposed Plan. Although Alternative 2 would also achieve the Project Objectives of the Proposed Plan, they would be met to a lesser extent.

The Increased Commercial Alternative (Alternative 3) would result in similar impacts related to air quality emissions and noise (construction and operation). While Alternative 3 would reduce impacts related to land use, it would increase potential impacts related to aesthetics, greenhouse gas emissions, transportation, and utilities (except for electricity). Similar to Alternative 2, Alternative 3 would require the

implementation of the same mitigation measures that are proposed to reduce impacts related to cultural/tribal cultural resources and hazardous materials. However, Alternative 3's impacts related to hazardous materials would be similar to the Proposed Plan. Additionally, due to the increase in development under Alternative 3, impacts related to cultural/tribal cultural resources would be greater compared to the Proposed Plan. Alternative 3 would also result in a potentially significant VMT impact, which would be a new significant impact compared to the Proposed Plan.

While the No Project Alternative would reduce the significant effect associated with operational air quality and incrementally reduce those impact areas associated with public and utility services such as fire protection, police protection, education, wastewater, and solid waste, it would increase aesthetic, greenhouse gas, hazardous materials, and noise impacts. The No Project Alternative would also incrementally increase population and housing and land use impacts due to inconsistencies with City land use goals and policies and regional housing goals. Further, the No Project Alternative would not fulfill the Project Objectives. Although both Alternative 2 and Alternative 3 would to a lesser extent fulfill the Project's objectives, Alternative 2 would also incrementally reduce more of the Proposed Plan's impacts, while Alternative 3 would increase more impacts compared to the other alternatives. Both would potentially add a new significant VMT impact. Alternative 2 is therefore the environmentally superior alternative. This alternative would incrementally reduce the potential significant impacts of the Proposed Plan, it would meet the project objectives, although to a lesser degree for some. Based on the ability to incrementally reduce impacts of the Proposed Plan, and to meet the Project Objectives, Alternative 2 is the environmentally superior alternative.

4.7 COMPARISON OF ALTERNATIVES

Table 4.0-4, Comparison of Alternatives to the Proposed Plan, summarizes the effects of the alternatives.

Table 4.0-4
Comparison of Alternatives to the Proposed Plan

Environmental Issue Area	Proposed Plan	No Project	Alternative 2	Alternative 3
Aesthetics	Less than significant	Greater, less than significant	Incrementally less, less than significant	Greater, less than significant
Air Quality	Significant and unavoidable, construction and operation level, even with **Mitigation Measure AQ-1 – AQ-8**	Similar, significant (construction) Less, less than significant (operation)	Incrementally less, significant and unavoidable (construction) Incrementally less, significant and unavoidable (operation)	Similar, construction and operation level significant and unavoidable

Environmental Issue Area	Proposed Plan	No Project	Alternative 2	Alternative 3
Cultural Resources including Tribal Cultural Resources	Less than significant with **Mitigation Measures CUL-1** through **CUL-4**	Greater, less than significant	Incrementally less, less than significant	Greater, less than significant
Greenhouse Gases	Less than significant	Greater, less than significant	Incrementally less, less than significant	Greater, less than significant
Hazards and Hazardous Materials	Less than significant with **Mitigation Measure HAZ-1**	Greater, less than significant	Incrementally less, less than significant	Similar, less than significant
Hydrology and Water Quality	Less than significant	Similar, less than significant	Incrementally less, less than significant	Similar, less than significant
Land Use	Less than significant	Greater, less than significant	Similar, less than significant	Incrementally less, less than significant
Noise	Significant and unavoidable for construction noise and vibration, even with **Mitigation Measure NOI-1 - NOI-3.**	Greater, significant	Incrementally less, significant and unavoidable**.**	Similar, significant and unavoidable
Population, Housing, and Employment	Less than significant	Incrementally less, less than significant	Incrementally less, less than significant	Similar, less than significant
Fire Protection	Less than significant	Incrementally less, less than significant	Incrementally less, less than significant	Similar, less than significant
Police Protection	Less than significant	Incrementally less, less than significant	Incrementally less, less than significant	Similar, less than significant
Education	Less than significant	Incrementally less, less than significant	Incrementally less, less than significant	Similar, less than significant
Library Services	Less than significant	Similar, less than significant	Incrementally less, less than significant	Similar, less than significant
Recreation	Less than significant	Greater, less than significant	Similar, less than significant	Similar, less than significant
Transportation	Less than significant	Greater, less than significant	Greater, potentially significant	Greater, potentially significant
Water Supply	Less than significant	Greater, less than significant	Incrementally less, less than significant.	Greater, less than significant
Wastewater	Less than significant	Incrementally less, less than significant	Incrementally less, less than significant	Greater, less than significant
Solid Waste	Less than significant	Incrementally less, less than significant	Incrementally less, less than significant	Greater, less than significant
Electricity	Less than significant	Similar, less than significant	Similar, less than significant	Similar, less than significant
Natural Gas	Less than significant	Similar, less than significant	Incrementally less, less than significant	Greater, less than significant

Source: Impact Sciences, 2024

5.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

INTRODUCTION

As required by Section 15128 of the State CEQA Guidelines, an EIR shall contain a brief discussion stating the reasons why various possible significant effects of a project were determined not significant and are, therefore, not discussed in detail in the EIR. In accordance with the State CEQA Guidelines, this section discusses the environmental issue areas where impacts were found not to be significant. These discussions address the State CEQA Guidelines Appendix G questions for each of the environmental topic areas where the Proposed Plan would result in either a less than significant impact or no impact.

5.1 AGRICULTURE AND FORESTRY RESOURCES

The Project would not 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. Based on the Department of Conservation's Farmland Mapping and Monitoring Program, neither the Plan Area nor adjacent properties are State-designated Farmland. The Plan Area is listed as Urban and Built-up Land.[1] Implementation of the Proposed Plan would have no impact on existing agricultural resources and would not result in the conversion of agricultural farmland.

The Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.

No Impact. Based on the Department of Conservation's Williamson Act maps, neither the Plan Area nor adjacent properties are enrolled in Williamson Act contracts. The Plan Area is identified as located in Non-Enrolled Land, which is defined as land not enrolled in a Williamson Act contract.[2] Implementation of the Proposed Plan would have no impact on existing agricultural resources or Williamson Act contract land.

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1 California Department of Conservation, California Important Farmland Finder. Available online at: https://maps.conservation.ca.gov/DLRP/CIFF/, accessed April 5,2024.

2 California Department of Conservation, *State of California Williamson Act Contract Land*, 2017. Available online at: https://planning.lacity.org/eir/HollywoodCenter/Deir/ELDP/(E)%20Initial%20Study/Initial%20Study/Attachment%20B%20References/California%20Department%20of%20Conservation%20Williamson%20Map%202016.pdf, accessed April 5, 2024.

The Project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).

No Impact. The Plan Area is urbanized and does not contain any forest land or timberland. Because no forests are located in or adjacent to the Plan Area, the Proposed Plan would have no impact on the rezoning of forest land or timberland.

The Project would not result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Plan Area is urbanized and fully developed. Because no forest lands are located in or adjacent to the Plan Area, the Proposed Plan would have no impact on forest lands or forestry resources.

The Project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

No Impact. As discussed above, the Plan Area is fully developed and would have no impact with respect to conversion of farmland or forest land to non-agricultural or non-forest uses.

5.2 BIOLOGICAL RESOURCES

The Project would not 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 regulation, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

No impact. The City of Norwalk generally consists entirely of urban land with previously disturbed soil. The closest regional open spaces to the Plan Area include the Arroyo Pescadero, located approximately five miles to the northeast; Arroyo San Miguel Open Space, located approximately six miles to the northeast; and Worsham Canyon Open Space, located approximately six miles to the northeast of the Plan Area.[3]

A search of the California Department Fish and Wildlife Biogeographic Information Observation System (BIOS) was conducted in order to identify status plant and wildlife species in or in the immediate vicinity

[3] County of Los Angeles GIS, Open Space and Recreation. Available online at: https://egis-lacounty.hub.arcgis.com/datasets/840b3da17e844486b3bafaae6eda87d4/explore?filters=eyJORFNfQU5fVFlQIjpbIlJlZ2lvbmFsIE9wZW5zcGFjZSJdfQ%3D%3D&location=33.916576%2C-117.968720%2C10.44 , accessed May 6, 2024.

of Plan Area. The Plan Area is located within the Whittier Quadrangle.[4] A total of two endangered species were identified by the California Department of Fish and Wildlife (CDFW) in the Whittier quadrangle; including the least Bell's vireo and California Orcutt Grass. The least Bell's vireo (*Vireo bellii pusillus*) occupies a variety of habitats, including mesquite scrub within arroyos, palm groves, and hedgerows bordering agricultural and residential areas.[5] In addition to the CDFW, the United States Fish and Wildlife Service (USFWS), have identified the California Orcutt grass (*Orcuttia californica*) as an endangered plant species. The general habitat of California Orcutt is vernal pools, which are Seasonal amphibious environments dominated by annual herbs and grasses adapted to germination and early growth under water.[6] No suitable habitat for these endangered species exists within the Plan Area. There are no critical habitats, national wildlife refuge lands, or wetlands identified at this location.[7,8,9] The Plan Area is considered to have a low habitat and species diversity value, due to the heavily disturbed and developed nature of the area, isolation from native habitats, and high human activity levels surrounding the area. Consequently, no suitable habitat for special status species is present within the Plan Area. The Plan Area is not located within or near any County of Los Angeles Significant Ecological Areas (SEAs).[10]

Given that the potential for any species identified as a candidate, sensitive, or special status species to occur is low within the Plan Area, the Proposed Plan would not 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 CDFW or USFWS. For these reasons, the Proposed Plan would have no impact with regard to candidate, sensitive, or special status species.

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4 California Department of Fish and Wildlife, BIOS. Available online at: https://apps.wildlife.ca.gov/bios6/?tool=cnddbqv, accessed May 6, 2024.

5 U.S. Fish & Wildlife Service, *Least Bell's Vireo.* Available online at: https://www.fws.gov/story/least-bells-vireo, accessed May 6, 2024.

6 CNPS Rare Plant Inventory, *Glossary*, 2024. Available online at: https://rareplants.cnps.org/Home/Glossary#_Toc72398849, accessed May 6, 2024.

7 NOAA, "Critical Habitat Mapper." Available online at: https://noaa.maps.arcgis.com/apps/webappviewer/index.html?id=68d8df16b39c48fe9f60640692d0e318 , accessed August 9, 2024

8 USFWS, "National Wildlife Refuge System." Available online at: https://www.fws.gov/sites/default/files/documents/NWRS-National-Map.pdf , accessed August 8, 2024.

9 USFWS, "Wetlands Mapper." Available online at: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/, accessed August 9, 2024.

10 County of Los Angeles GIS, *Significant Ecological Areas and Coastal Resource Areas*, 2024. Available online at https://egis-lacounty.hub.arcgis.com/datasets/lacounty::significant-ecological-area-sea/explore?location=34.083951%2C-118.342792%2C8.92 , accessed May 6, 2024.

The Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

No impact. As stated above, the Plan Area is urbanized and fully developed, with little potential for any riparian habitat or other sensitive natural community to flourish. The Los Angeles River is located more than four miles west of the Plan Area boundaries, and it is predominantly channelized with concrete. The Los Angeles River is a federally listed impaired waterway; trash, nutrients, ammonia, indicator bacteria, oil, copper, and lead are the primary pollutants of concern. Therefore, no riparian habitat nor other sensitive natural community exists within the Plan Area or in the surrounding area. Implementation of the Proposed Plan would not have a substantial adverse effect on any riparian habitat, or other sensitive natural communities identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS. No impact would occur.

The Project would not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, and coastal) through direct removal, filling, hydrological interruption, or other means.

No impact. The Plan Area is urbanized and fully developed, with no state or federally protected wetlands on site or in the general vicinity.[11] The Plan Area, and the surrounding area, does not contain any wetlands nor bodies of water.[12] Therefore, implementation of the Proposed Plan would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, no impact would occur.

The Project would not 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 heavily developed urbanized nature of the Plan Area has fragmented any potential wildlife corridors. In addition, the Plan Area is surrounded by other densely developed industrial and commercial areas. The only potential wildlife corridor near the Plan Area is the Los Angeles River, located more than four miles to the west. Therefore, implementation of the Proposed Plan would not alter the concrete-lined river in any way, including allowing development that could impede existing wildlife movement along its

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11 County of Los Angeles GIS, *Significant Ecological Areas and Coastal Resource Areas*, 2024. Available online at https://egis-lacounty.hub.arcgis.com/datasets/lacounty::significant-ecological-area-sea/explore?location=34.083951%2C-118.342792%2C8.92 , accessed May 6, 2024.

12 U.S. Fish and Wildlife Service, *National Wetlands Inventory*, 2024. Available online at: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/ , accessed May 6, 2024.

course. Additionally, several mature trees are present within the Plan area that may provide suitable habitat for nesting birds protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code §§ 3500 5500. Birds may also nest on or within the vacant buildings within the Plan area. The MBTA of 1918 implements the United States' commitment to four treaties with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. Compliance with the MBTA is required of all development and would ensure impacts to nesting birds would not occur. The more factors that constrain species habitats and dispersal/movement corridors, the less likely individuals are to occur, or continue to occur within a specific location. There are no large blocks of natural open space within the Plan Area that are considered essential for long-term plant and wildlife viability in Los Angeles County. As such, the Plan Area has a limited ability to support both native resident and migratory species. These disturbances decrease the Plan Area's value as suitable breeding and foraging habitat, and as a migration corridor or overland dispersal habitat because the property is movement constrained. Therefore, the Proposed Plan would have no impact on the movement of any native or migratory species.

The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Less Than Significant Impact. As noted in **Section 2.0, Project Description**, the Plan Area is predominantly characterized by industrial land uses with small pockets of commercial and residential. The City of Norwalk Municipal Code (Section 12.32.07, Permit Required Regarding Street Trees and Bushes) requires any person wishing to prune a City tree, City shrub or required tree to obtain a permit from the Director of Public Services prior to taking such action. Future development under the Proposed Plan would be required to adhere to the Municipal Code. Therefore, the Proposed Plan would not conflict with the City's local policies regarding trees. No other local biological resource protection policies or ordinances are applicable to the Plan Area, and therefore impacts will not occur.

The Project would not 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 Plan Area is not subject to an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan and, therefore, the Proposed Plan would have no impact with respect to these plans.

5.3 GEOLOGY AND SOILS

The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42.**

ii. **Strong seismic ground shaking.**

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

iv. **Landslides.**

Less than Significant Impact. According to the California Department of Conservation's Earthquake Hazards Zone Application, the Plan Area is not located within an Earthquake Fault Zone or Landslide Zone. While the Plan Area is located within a Liquefaction Zone,[13] future development under the Proposed Plan would be required to comply with the California Building Code, City of Norwalk Municipal Code, and *City of Norwalk General Plan* policies, which would reduce potential impacts to less than significant levels. Implementation of the Proposed Plan would not exacerbate the existing geologic hazards including fault rupture, seismic ground shaking, liquefaction, or landslides. In addition, any future development would be subject to existing State and local regulations, which set forth seismic design standards and geohazard study requirements. Therefore, impacts regarding fault rupture, seismic ground shaking, liquefaction, or landslide would be less than significant.

The Project would not result in substantial soil erosion or the loss of topsoil.

Less than Significant Impact. The Plan Area is relatively flat and includes limited pervious surface area, which limits the potential for substantial soil erosion. Future development projects under the Proposed Plan may include ground-disturbing activities such as grading and excavation that could result in temporary soil erosion. However, as discussed under **Section 3.6, Hydrology and Water Quality**, development projects under the Proposed Plan would be required to comply with erosion control standards; including compliance with the National Pollutant Discharge Eliminate Systems permit and project specific Best Management Practices to secure disturbed soils, ensure proper drainage, and avoid

13 California Department of Conservation, *Earthquake Zones of Required Investigation*. Available online at: https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed May 6, 2024.

potential adverse effects associated with erosion in the Plan Area. Therefore, impacts would be less than significant.

The Project and would not 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. As discussed above, the Plan Area is not located in an Earthquake Fault Zone or Landslide Zone. While the Plan Area is located within a Liquefaction Zone, future development under the Proposed Plan would be required to comply with the California Building Code, City of Norwalk Municipal Code, and *General Plan* policies, which would reduce potential impacts associated with lateral spreading, subsidence, collapse, and liquefaction. Implementation of the Project would not exacerbate the existing geologic hazards including fault rupture, seismic ground shaking, liquefaction, or landslides. In addition, any future development would be subject to existing State and local regulations, which set forth seismic design standards and geohazard study requirements, impacts would be less than significant. Therefore, impacts would be less than significant.

The Project would not 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 waste water.

No Impact. Development under the Proposed Plan would be served by the City's wastewater disposal system. Section 16.03, Development Requirements, in the City of Norwalk Municipal Code, requires development projects to connect to public sewer facilities. Therefore, no future development under the Proposed Plan would include septic tanks or alternative wastewater disposal systems. Therefore, there is no potential for adverse effects due to soil incompatibility. No impact would occur.

The Project would not directly or indirectly destroy a unique geologic feature.

No Impact. The Plan Area is in a highly urbanized area of the City that has been previously disturbed. There are no identified unique geological features in the Plan Area. Therefore, the Proposed Plan would not result in the destruction of any unique geologic features. No impact would occur.

5.4 MINERAL RESOURCES

The Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The Department of Conservation's Mineral Land Classification Map for the Los Angeles Quadrangle shows that most of the Plan Area is identified as MRZ-1, or, "Areas where adequate

information indicates that no significant construction aggregate deposits are present, or where it is judged that little likelihood exists for their presence."[14] Per the most recent Department of Conservation maps, there are no known active mine operations or mineral extraction activities occurring in the Plan Area.[15] Therefore, the Proposed Plan would not result in any loss of availability of a known mineral resource.

The Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, Project, or other land use plan?

No Impact. The Department of Conservation identifies the City of Norwalk, including the Plan Area, as being located within an MRZ-1, and therefore does not identify any locally important mineral resource recovery site within the City. As discussed, the Plan Area is heavily developed, and therefore, existing access to any potential mineral resources within the Plan Area is restricted. Therefore, the Proposed Plan would not result in the loss of any mineral resources.

5.5 WILDFIRE

The Project would not substantially impair an adopted emergency response plan or emergency evacuation plan.

Less than Significant Impact. The Plan Area is surrounded on all sides by existing infrastructure including roadways, railways, and nearby freeways. Future development under the Proposed Plan would occur over a period of 25 years on specific sites in various locations within the Plan Area. Although temporary lane and sidewalk closures immediately adjacent to site-specific development projects may be necessary for short durations, adequate emergency vehicle access throughout the Plan Area would be maintained at all times, as required by the 2022 California Building Code, specifically Chapter 33 (Safeguards During Construction). The City and the Los Angeles County Fire Department would review potential road closures associated with the Proposed Plan to ensure proper emergency access for evacuations are established during construction of future development projects. Once operational, these primary evacuation routes would still be utilized in the event of an emergency, however due to the reduction in capacity on San Antonio Drive, it may be appropriate to utilize Pioneer Boulevard and Rosecrans Avenue for evacuation purposes. As part of the review and approval of site-specific development projects within the Plan Area, development projects will be reviewed by the City's police and fire agencies prior to construction to ensure

14 Department of Conservation, "CGS Information Warehouse: Mineral Land Classification." Available online at: https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc, accessed May 6, 2024.

15 California Department of Conservation, "Mines Online." Available online at: https://maps.conservation.ca.gov/mol/index.html, accessed May 6, 2024.

that alternative route planning to facilitate the passage of people and vehicles through/around any temporary road closures occurs and is implemented, as needed.

The Proposed Plan would adhere to the objectives and policies outlined within the Norwalk General Plan Safety Element aiming to maintain community safety from natural and human-made safety hazards. The Proposed Plan would therefore not result in the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, such as the City's pending Local Hazard Mitigation Plan.[16] Accordingly, the Proposed Plan would not impair any adopted emergency response plan or emergency evacuation plan and impacts would therefore be less than significant.

The Project would not exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors.

No Impact. Wildfires have the potential to occur not only in fire-prone undeveloped areas, but also in developed areas where existing transmission lines, lightning strikes, lawn equipment operated over dry grass, fireworks, and even arson may ignite a wildfire. Wildfires pose a significant public health risk due to their air quality impacts, particularly with regard to smoke and particulate matter exposure. This risk persists even after a wildfire is extinguished because particulate matter from fire ash can be picked up by winds.

The Plan Area is not located within a Very High Fire Hazard Zone (VHFHZ), nor does the Plan Area contain vegetation that could contribute to the uncontrolled spread of wildfire. The nearest VHFHZ is located approximately five miles north at Elysian Park.[17] The Proposed Plan will result in additional housing and retail uses within the Plan Area and would not contain any uses that could add or contribute to wildfire risk. Therefore, the Proposed Plan does not include any features that would exacerbate wildfire risk; and no impact would occur.

The Project would not 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.

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16 City of Norwalk, *Local Hazard Mitigation Plan*, February 2022. Available at: https://www.norwalk.org/home/showpublisheddocument/26724/637849437930330000, accessed May 6, 2024.

17 CalFire, "FHSZ Viewer." Available online at: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008 , accessed on May 6, 2024.

No Impact. The Plan Area is urbanized and does not include wildlands or high fire terrain. The Plan Area is surrounded by existing infrastructure including roadways, railways, and nearby freeways and would not require the installation or maintenance of roads, fuel breaks, emergency water or other sources that could exacerbate fire risk. Construction of future development projects under the Proposed Plan may require the use of temporary power from existing power lines. However, maintenance of these temporary power sources would be in accordance with the Los Angeles County Fire Department (LACFD) requirements. As such, in the unlikely event of a fire in the Plan Area during construction, accepted protocols would be followed to minimize risk to surrounding areas. Due to the urbanized nature of the Plan Area, the Proposed Plan would not require the installation or maintenance of infrastructure that may exacerbate fire risks. Therefore, there would be no impact.

The Project would not 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. In Southern California, intense rainfall may occur during the winter months, creating natural flooding events when the ground is saturated and water levels are high. This has the potential for flooding issues, and fire hazards may exacerbate such flooding and debris flows along waterways. Since debris flows may occur quickly and without warning, such flows can damage structures, block drainage, or even sweep away vegetation resulting in tenuous post-fire slope stability. Fast moving debris flows can be one of the most dangerous post-fire hazards. The Plan Area is generally flat and urbanized and is not in an area of wildfire risk, therefore the Proposed Plan would not be subject to any post-fire slope instability or landslides. Therefore, there would be no impact.

5.6 REFERENCES

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0Study/Initial%20Study/Attachment%20B%20References/California%20Department%20of%20Conservation%20Williamson%20Map%202016.pdf, accessed April 5, 2024.

California Department of Fish and Wildlife. BIOS. Available online at: https://apps.wildlife.ca.gov/bios6/?tool=cnddbqv , accessed May 6, 2024.

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Department of Conservation. "CGS Information Warehouse: Mineral Land Classification." Available online at: https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc, accessed May 6, 2024.

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U.S. Fish and Wildlife Service. *National Wetlands Inventory*. 2024. Available online at: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/ , accessed May 6, 2024.

6.0 OTHER CEQA CONSIDERATIONS

6.1 GROWTH INDUCEMENT

State CEQA Guidelines Section 15126.2(d) requires that an environmental impact report (EIR) evaluate the growth-inducing impacts of a proposed action. A growth-inducing impact is defined by *State CEQA Guidelines* Section 15126.2 (d) as follows:

> *the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth…Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also…the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.*

There are two types of growth-inducing impacts a project may have: direct and indirect. To assess the potential for growth-inducing impacts, the project features that may encourage and facilitate activities that individually or cumulatively may affect the environment must be evaluated.

Direct growth-inducing impacts occur when the development of a project imposes new burdens on a community that directly induces population growth or the construction of additional developments in the same area of the proposed project, thereby triggering related growth associated impacts. Included in this analysis are projects that would remove physical obstacles to population growth (such as a new road into an undeveloped area or a wastewater treatment plant that could allow more construction in the service area). Construction of these types of infrastructure projects cannot be considered isolated from the development they trigger. In contrast, projects that physically remove obstacles to growth, projects that indirectly induce growth, are those that may provide a catalyst for future unrelated development in an area (such as a new residential community that requires additional commercial uses to support residents).

A project can have a direct and/or indirect growth inducement potential. Direct growth inducement would result if a project, for instance, involved the construction of new housing. A project would have indirect growth inducement potential if it established substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises) or if it would involve a construction effort with substantial short-term employment opportunities that would indirectly stimulate the need for additional housing and services to support the new employment demand. Similarly, a project would indirectly induce growth if it would remove an obstacle to additional growth and development, such as removing a constraint on a required public service. For example, a project providing an increased water supply in an area where water service historically limited growth could be considered growth inducing.

The *State CEQA Guidelines* explain that the environmental effects of induced growth are considered indirect impacts of the proposed action. These indirect impacts or secondary effects of growth may result in significant, adverse environmental impacts. Potential secondary effects of growth include increased demand on other community impacts such as degradation of air and water quality, degradation or loss of plant and animal habitat, and conversion of agricultural and open space land to developed uses.

Typically, the growth-inducing potential would be considered significant if it stimulates human population growth or a population concentration above what is assumed in local and regional land use plans, or in projections made by regional planning authorities. Significant growth potential could also occur if the project provides infrastructure or service capacity to accommodate growth levels beyond those permitted by local or regional plans and policies.

As discussed below, this analysis evaluates whether the Proposed Plan would directly or indirectly induce economic, population, or housing growth in the surrounding environment.

6.1.1 Direct and Indirect Growth-Inducing Impacts

New housing development implemented under the proposed Project would include up to a net total increase of 3,087 residential units. This would result in population growth as it provides new homes in the Plan Area.

The addition of 3,087 housing units will increase the housing stock to a total of 30,787 units and 3,495,668 units in the City of Norwalk and County of Los Angeles, respectively. The residential units are conservatively expected to exhibit the characteristics of average Plan Area renter households with about 3.55 persons per household (see **Table 3.9-2**).[1] Based on these characteristics, the Proposed Plan would add approximately 10,949 residents to the Plan Area, the City of Norwalk, and County of Los Angeles, resulting in total population of 114,252, and 10,153,683 persons, respectively.

Although the Proposed Plan would provide greater residential growth, the Proposed Plan is consistent with the City's General Plan and Housing Element, as well as statewide goals for increased housing. The Proposed Plan is specifically identified in Housing Element Goal 1: The City of Norwalk will encourage a variety of housing types to meet the existing and future needs of City residents.

The Proposed Plan will also accommodate the 2021-2029 RHNA allocation for the City. The Proposed Plan would exceed the City's population and housing projection for the Plan Area by adding 10,949 persons and

1 California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021-2024*. Available online at: https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/, accessed August 20, 2024.

3,087 residential units. While population and, housing generation associated with the Proposed Plan exceeds the SCAG's growth forecasts for the City of Norwalk, implementation of the Proposed Plan would help the State, the SCAG region and City achieve its goals relating to growth as the Proposed Plan would encourage sustainable development and transit-oriented planning. The Proposed Plan is also in line with State policies for housing, economic development, air quality, and sustainability, as well as other adopted housing growth policies. Lastly, the population, housing, and employment growth under the Proposed Plan would be in line with the goals and policies of the City's Housing Element. These regional plans will be updated as the Proposed Plan sets a vision for growth in the Plan Area. Therefore, the Proposed Plan would not induce additional population and housing growth that would result in significant impacts to the environment.

In addition, implementation of the Proposed Plan would include a loss of 265 jobs in the Plan Area. However, the proximity of housing to commercial and industrial centers would encourage complete neighborhoods where jobs and services are close to where people live. Additionally, the Proposed Plan would result in the development of residential uses within a High-Quality Transit Corridor and a Transit Priority Area since portions of Plan Area is located within one-half mile of a proposed well-served transit stop or a transit corridor with 15-minute or better service frequency during peak commute hours. Because the Proposed Plan would reduce vehicle miles traveled per service population, the Proposed Plan would reduce greenhouse gas emissions associated with transportation. Therefore, the Proposed Plan would not result in a significant inducement of indirect growth from operation of the proposed uses.

Construction of future development projects under the Proposed Plan would include a need for construction labor during short time periods. Due to the employment patterns of construction workers in southern California, and the market for construction labor, construction workers are not likely, to any significant degree, to relocate their households because of the job opportunities presented by the Proposed Plan. The construction industry differs from most other industry sectors in several important ways that are relevant to potential impacts on housing:

- There is no regular place of work. Construction workers commute to job sites that change many times in the course of a year. These often-lengthy daily commutes are made possible by the off-peak starting and ending times of the typical construction work day.

- Many construction workers are highly specialized (e.g., crane operators, steel workers, and masons), and move from job site to job site as dictated by the demand for their skills.

- The work requirements of most construction projects are also highly specialized, and workers are employed on a job site only as long as their skills are needed to complete a particular phase of the construction process.

Therefore, the construction activities associated with the implementation of the Proposed Plan would not result in a significant inducement of indirect growth.

6.2 SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 21100(b)(2)(B) of *State CEQA Guidelines* and Section 15126.2(c) of the *State CEQA Guidelines* require that an EIR include a detailed statement setting forth "[a]ny significant effect on the environment that would be irreversible if the project is implemented" (Public Resources Code § 21100(b(2)(B). "Significant irreversible environmental changes" include the use of nonrenewable natural resources during the initial and continued phases of the project, should this use result in the unavailability of these resources in the future. Primary impacts and, particularly, secondary impacts generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with projects. Irretrievable commitments of these resources are required to be evaluated in an EIR to ensure that such consumption is justified (*State CEQA Guidelines* §15126.2(c)).

Approval of the Proposed Plan would cause irreversible environmental changes consisting of the following:

Construction and operation associated with the implementation of the Proposed Plan would result in an irretrievable loss of, and irreversible commitment of, natural resources. The Plan Area is located in an existing urbanized area but would require the commitment of resources such as lumber and steel to construct the infill development. Development projects that would be implemented in accordance with the Proposed Plan would involve construction and operation that would use fossil fuels and other natural materials, such as wood and metals. The future construction of infill developments would also emit pollution into the air, from construction equipment and vehicles, and from vehicles traveling to and from each infill development project during operation. These developments would also consume fossil fuels (petroleum and natural gas), and electricity generated by fossil fuels and other non-renewable resources during operation. Development projects that would be implemented under the Proposed Plan would be required to comply with federal, state, and local requirements (described within each environmental resource section), such as Title 24 requirements and low-impact development requirements that would reduce the irretrievable loss of, and irreversible commitment of, natural resources.

7.0 LIST OF EIR PREPARERS

Impact Sciences, Inc., has prepared this environmental document for the City of Norwalk. Persons directly involved in the review and preparation of this report include:

CITY OF NORWALK

Alexander Hamilton, Interim Director of Community Development
Nancy Lee, Development Services Manager
Carlos Rojas, Senior Planner

IMPACT SCIENCES, INC. – EIR PREPARATION

811 W. 7th Street, Suite 200
Los Angeles, CA 90017

Jessica Kirchner, AICP, Managing Principal
Brett Pomeroy, Associate Principal
Kara Yates Hines, Manager, Publications & Proposals
Eleni Getachew, ENV SP, Planner
Amber Williams, Technical Specialist
Annalie Sarrieddine, Planner

THE ARROYO GROUP – SPECIFIC PLAN PREPARATION

40 E. Colorado Bl., Suite B
Pasadena, CA 91105

Phil Burns, AICP, Principal
Margaret Munoz, Associate Planner

ITERIS – TRANSPORTATION

801 South Grand Avenue, Suite 750
Los Angeles, CA 90017

Deepak Kaushik, PE, Principal
Sean Daly, Senior Planner

APPENDIX 1.0-1

CEQA Notices and Response Letters

HEART OF NORWALK SPECIFIC PLAN PROJECT
PREPARATION OF ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING

THIS NOTICE WAS POSTED
ON April 03 2024
UNTIL May 03 2024
REGISTRAR – RECORDER/COUNTY CLERK

Lead Agency: City of Norwalk, Community Development Department

Project Applicant: City of Norwalk, Community Development Department

Notice of Preparation Review Period: Wednesday, April 3, 2024, to Friday, May 3, 2024

Scoping Meeting: Tuesday, April 23, 2024, 6:00 p.m. to 7:30 p.m., details below

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

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

Due to time limits mandated by state law, public agencies, members of the public, or any other interested parties are requested to respond to this NOP in writing no later than 30 days from the date of this NOP. The City will accept written comments regarding this NOP through the close of business on **Friday, May 3, 2024**. Please send all written comments, including emailed comments, to Carlos Rojas or Alexander Hamilton at the address below.

Project Location: The City is bordered by the cities of Downey to the northwest, Santa Fe Springs to the north and east, Artesia to the south, Cerritos to the south and west, and Bellflower to the west, as shown in Figure 1, Regional Context. The proposed specific plan area, or project site, consists of approximately 615 acres located at the center of the City. The project site is generally bound by the Imperial Highway to the north; Interstate 5 (I-5) Freeway to the east; Rosecrans Avenue to the south; and Pioneer Boulevard to the west, as shown in Figure 2, Plan Area. The Burlington Northern Santa Fe Railroad traverses the Plan Area from the north-east corner to the southeast corner.

Description: The City will prepare an EIR to analyze environmental impacts associated with implementation of the proposed project, which would include the establishment of the Heart of Norwalk Specific Plan. The purpose of the Specific Plan is to revitalize the underutilized corridors within the center of the City and spur development of new commercial and residential uses, while balancing place making and open spaces. Some of the key themes of the Specific Plan revolve around: making places, connecting with corridors, and supporting the social element. These environments would incorporate a variety of urban residential uses, places to walk and spend time, nightlife and spaces that can encourage and celebrate local culture, such as performing arts spaces.

The Specific Plan includes land use, zoning, and street improvement changes that will facilitate new community-supporting development. In general, the Specific Plan:

- Identifies three new framework districts that preserve the City of Norwalk's visual and cultural character, including a Front Street Historic District, Town Square District, and Triangle District:
- Reconfigures Front Street as one-way to prioritize pedestrian safety and divert traffic to Firestone Boulevard.
- Reconfigures San Antonio Drive (San Antonio Corridor) to create a linear park with neighborhood-serving amenities to provide an ideal walking, biking and driving connection between Norwalk Town Square, Front Street and the Civic Center.
- Redevelops Firestone Boulevard (Firestone Corridor) into a green urban boulevard that supports new residential and commercial development.
- Establishes the Norwalk Railway Corridor Rail Trail which provides a greenway parallel to the existing railroad to provide a landscaped trail with planted walkways, artwork, and cultural exhibitions to provide an inviting and safe environment for pedestrians and cyclists.
- Implements a new pedestrian and bicycle path running adjacent to the Southern Pacific Railroad right-of-way and provides a connection to the regional recreational Rail Trail.

2024 072358
FILED
Apr 03 2024
Dean C. Logan, Registrar – Recorder/County Clerk
Electronically signed by VALERIE VALADEZ

Potential Environmental Effects: The City will prepare a comprehensive EIR that evaluates all potentially significant environmental impacts associated with the anticipated buildout of the proposed project. The EIR will explain the potentially significant effects of the proposed project as well as the reasons that other effects are not potentially significant. Pursuant to *CEQA Guidelines Section 15060(d)*, an initial study is not required to determine that an EIR will be prepared, and an initial study was not prepared for the proposed project.

In accordance with Section 15082 of the CEQA Guidelines, the City has prepared this NOP to provide agencies, organizations, and interested parties with information describing the proposed project and its potential environmental effects. Consistent with Appendix G of the CEQA Guidelines, the 20 environmental topics that may be analyzed in an EIR are:

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

The City has determined that the proposed project could potentially affect 15 of the 20 environmental topic areas identified in Appendix G. These 15 topical areas are aesthetics, air quality, cultural resources, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and service systems. These impacts will be analyzed in detail in the EIR. The EIR will address the short- and long-term effects of the proposed project on the environment. Feasible mitigation measures will be proposed for impacts that are determined to be potentially significant and reasonable alternatives will be considered. A mitigation monitoring program will also be developed for any mitigation measures required by the City. The proposed project is expected to have no impact on agriculture and forestry resources, biological resources, geology and soils, mineral resources, or wildfire, and therefore the EIR will not present a detailed analysis of the project's impact on these topic areas.

Document Availability: The 30-day public review period for the NOP is from **Wednesday, April 3, 2024,** to **Friday, May 3, 2024**. In accordance with the time limits mandated by State law, if there are any concerns about the scope and content of the information to be addressed in EIR, written comments may be submitted via email or by mail to the addresses below. All written comments should be submitted at the earliest possible date but must be submitted no later than close of business **Friday, May 3, 2024**. Public agencies should identify the contact person for your agency in your written comments.

Public Comments: Please submit your comments to:

2024 072358
FILED
Apr 03 2024
Dean C. Logan, Registrar–Recorder/County Clerk
Electronically signed by VALERIE VALADEZ

Carlos Rojas, Acting Senior Planner
Alexander Hamilton, Development Services Manager Consultant

- **Mailing Address:**
  City of Norwalk
  Community Development, Room 12
  12700 Norwalk Boulevard
  Norwalk, CA 90650
- **Email Address**: crojas@norwalkca.gov or ahamilton@norwalkca.gov

Public Scoping Meeting: A public scoping meeting will be held at the address below on **Tuesday, April 23, 2024**, from 6:00 p.m. to 7:30 p.m., to solicit input from any interested parties on the scope and content of the EIR, in conformance with Section 21083.9 of the California Public Resources Code. Applicable COVID-19 policies in place at the time will be followed. The public scoping meeting is intended to receive input from interested parties and no decisions about the proposed project will be made at the public scoping meeting. Though staff will prepare a summary of the issues raised verbally at the public scoping meeting, anyone wishing to make formal comments on the scope of issues or content of the EIR should also do so in writing. Written comments can be submitted at the scoping meeting. You may also send a written response to this NOP to the email and address listed above by **Friday, May 3, 2024**, without attending the scoping meeting.

A copy of the materials presented at the scoping meeting will be posted to the City's website:

https://www.norwalk.org/city-hall/departments/community-development/planning following the meeting.

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

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

More Information: Questions concerning the matter should be directed to Carlos Rojas, Acting Senior Planner, or Alexander Hamilton, Development Services Manager Consultant, at (562) 929-5744, crojas@norwalkca.gov or ahamilton@norwalkca.gov

Dated this 3rd day of April, 2024.

Theresa Devoy, CMC
City Clerk

Attachments:

- Figure 1, Regional Location
- Figure 2, Plan Area

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Apr 03 2024

Dean C. Logan, Registrar – Recorder/County Clerk

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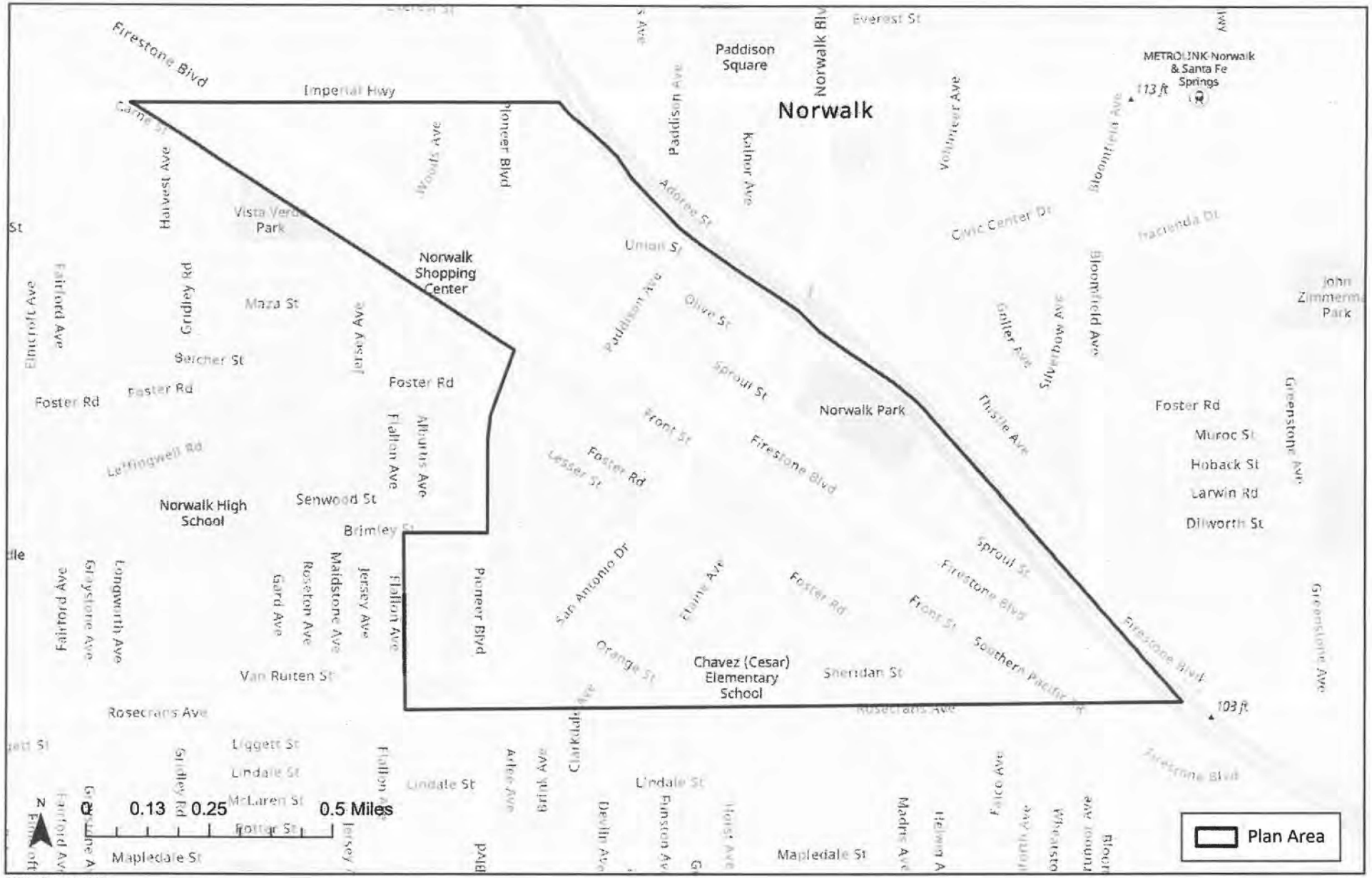

SOURCE: Esri 2023

IMPACT SCIENCES

1335.007•12/23

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Apr 03 2024

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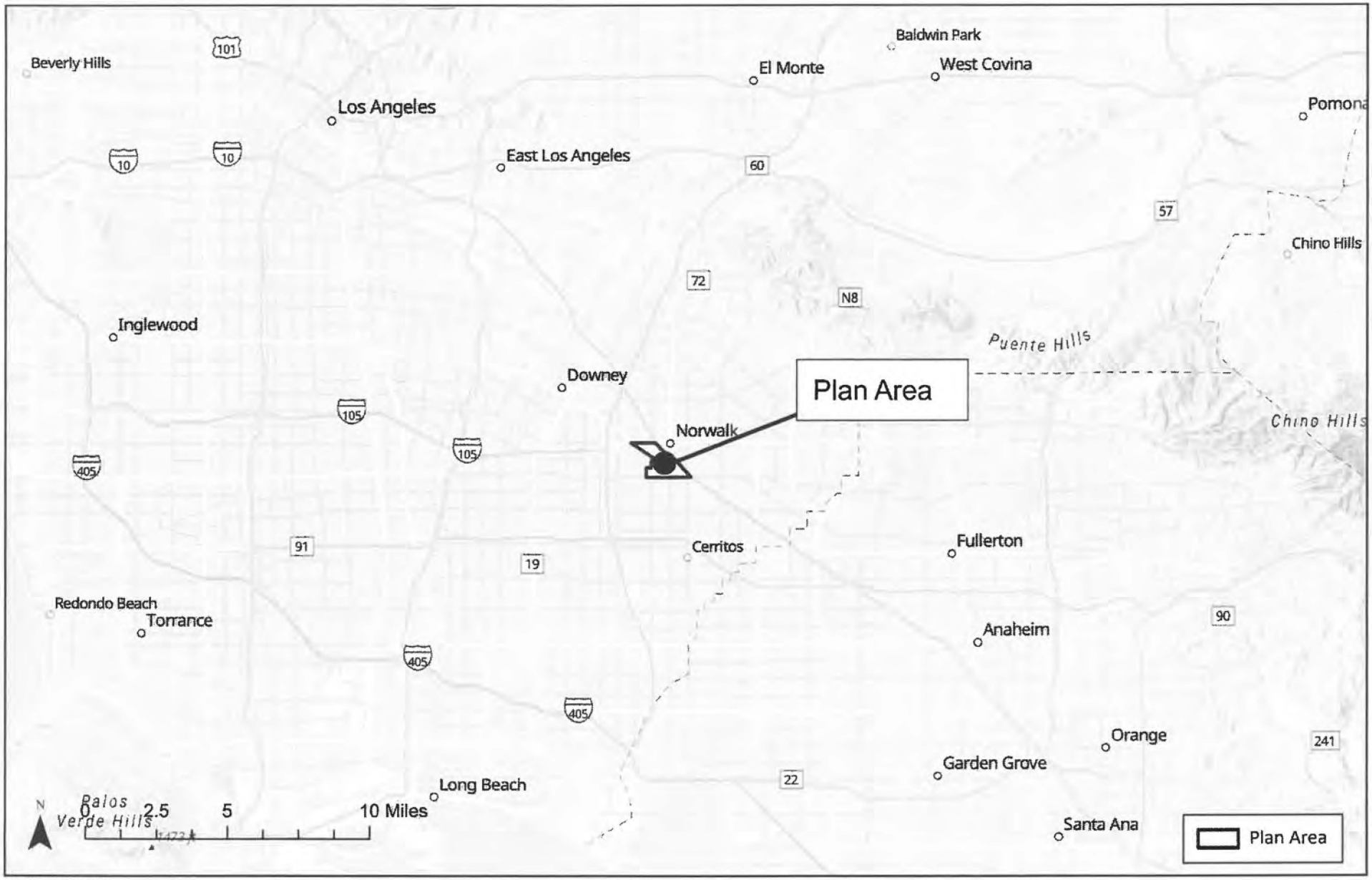
FIGURE 2

Plan Area



SOURCE: Esri 2023

IMPACT SCIENCES

1335.007•12/23

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FIGURE 1

Regional Location

APPENDIX A

Response Letters

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Reginald Pagaling
Chumash

VICE-CHAIRPERSON
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

SECRETARY
Sara Dutschke
Miwok

PARLIAMENTARIAN
Wayne Nelson
Luiseño

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
Laurena Bolden
Serrano

COMMISSIONER
Reid Milanovich
Cahuilla

COMMISSIONER
Bennae Calac
Pauma-Yuima Band of Luiseño Indians

EXECUTIVE SECRETARY
Raymond C. Hitchcock
Miwok, Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

April 04, 2024

Carlos Rojas
City of Norwalk
12700 Norwalk Boulevard
Norwalk CA 90650

Governor's Office of Planning & Research

April 5 2024

STATE CLEARINGHOUSE

Re: 2024040140, Heart of Norwalk Specific Plan Project, Los Angeles County

Dear Mr. Rojas:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015. If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). Both SB 18 and AB 52 have tribal consultation requirements. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe. (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:

a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.

b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.

b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.

c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@NAHC.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 266-3562
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life

Governor's Office of Planning & Research

May 03 2024

STATE CLEARING HOUSE

May 3, 2024

Carlos Rojas
City of Norwalk
12700 Norwalk Blvd
Norwalk, CA 90650

RE: Heart of Norwalk Specific Plan: Notice of Preparation of an EIR (NOP)
Vic. LA 5/PM 3.972, LA 105/PM R18.040, LA 605/PM R7.888
GTS # 07-LA-2024-04493
SCH # 2024040140

Dear Carlos Rojas:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The proposed project will revitalize the underutilized corridors within the center of the City and spur the development of new commercial and residential uses while balancing place-making and open spaces. Some of the key themes of the Specific Plan revolve around making places, connecting with corridors, and supporting the social element. These environments would incorporate a variety of urban residential uses, places to walk and spend time, nightlife, and spaces that can encourage and celebrate local culture, such as performing arts spaces. The City of Norwalk is the Lead Agency under the California Environmental Quality Act (CEQA).

The closest state facilities are SR-5, I-105, and I-605. After reviewing the project's documents, Caltrans has the following comments:

To meet the goals and objectives of community placemaking and safe urban design, Caltrans encourages the forthcoming DEIR to include multi-modal (bicycle, pedestrian, bus, and transit) infrastructure. This should also include Complete Street Access (ADA-compliant design, adequate sidewalks, high visibility crosswalks, class IV bike lanes, and bike parking). Additionally, Caltrans requests that a multi-modal conflict/safety analysis be performed across the project area and the following intersections:

- I-5/Imperial Highway
- I-5/San Antonio Drive
- I-5/Rosecrans Ave
- I-105/Studebaker Road
- I-605/Firestone Blvd

- I-605/Imperial Highway
- I-605/Rosecrans Ave

If any safety impacts are found, they should be addressed with Transportation Demand Management (TDM) and Transportation System Management (TSM) mitigation measures.

Any work performed within the State Right-of-way will require an Encroachment Permit. Caltrans requires a permit for any heavy construction equipment and or materials that require the use of oversized transport vehicles on State highways. Caltrans recommends limiting large truck travel and construction traffic to off-peak commute hours to minimize the potential impact on State facilities. If construction traffic is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing these issues for Caltrans' review.

Caltrans looks forward to the future environmental documents. If you have any questions, please feel free to contact Jaden Oloresisimo, the project coordinator, at Jaden.Oloresisimo@dot.ca.gov and refer to GTS # 07-LA-2024-04493.

Sincerely,

Anthony Higgins for

MIYA EDMONSON
LDR/CEQA Branch Chief

cc: State Clearinghouse

APPENDIX 3.2

CalEEMod Data

Norwalk SP - Existing Custom Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Norwalk SP - Existing
Operational Year	2025
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	1.80
Precipitation (days)	8.00
Location	33.909079, -118.076891
County	Los Angeles-South Coast
City	Norwalk
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4865
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.26

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	3,134	Dwelling Unit	168	2,299,078	0.00	—	20,742	—

Government (Civic Center)	360	1000sqft	24.1	360,341	0.00	—	—	—
General Heavy Industry	290	1000sqft	21.0	290,388	0.00	—	—	—
Regional Shopping Center	1,514	1000sqft	126	1,513,737	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1,104	996	192	3,180	7.83	228	335	563	224	85.2	309	35,011	509,529	544,540	671	14.5	1,498	567,139
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1,069	964	200	2,716	7.66	228	335	563	223	85.2	309	35,011	492,578	527,589	671	15.1	136	548,993
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	247	223	144	1,469	3.92	19.3	334	353	18.9	84.7	104	7,666	445,251	452,917	589	14.2	704	472,592
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	45.1	40.8	26.2	268	0.72	3.53	60.9	64.4	3.45	15.5	18.9	1,269	73,716	74,986	97.6	2.35	117	78,243

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	54.9	39.7	104	1,302	3.62	2.18	335	338	2.03	85.2	87.2	—	370,131	370,131	10.7	11.3	1,398	375,149
Area	1,046	955	67.6	1,865	4.08	224	—	224	220	—	220	29,356	56,953	86,309	87.6	1.07	—	88,817
Energy	2.41	1.21	21.1	12.4	0.13	1.67	—	1.67	1.67	—	1.67	—	78,797	78,797	5.58	0.44	—	79,070
Water	—	—	—	—	—	—	—	—	—	—	—	705	3,648	4,353	72.5	1.74	—	6,684
Waste	—	—	—	—	—	—	—	—	—	—	—	4,950	0.00	4,950	495	0.00	—	17,319
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	100
Total	1,104	996	192	3,180	7.83	228	335	563	224	85.2	309	35,011	509,529	544,540	671	14.5	1,498	567,139
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	54.4	39.5	114	1,110	3.46	2.18	335	338	2.03	85.2	87.2	—	354,042	354,042	10.5	11.8	36.2	357,868
Area	1,013	924	65.0	1,594	4.07	224	—	224	220	—	220	29,356	56,091	85,447	87.5	1.06	—	87,952
Energy	2.41	1.21	21.1	12.4	0.13	1.67	—	1.67	1.67	—	1.67	—	78,797	78,797	5.58	0.44	—	79,070
Water	—	—	—	—	—	—	—	—	—	—	—	705	3,648	4,353	72.5	1.74	—	6,684
Waste	—	—	—	—	—	—	—	—	—	—	—	4,950	0.00	4,950	495	0.00	—	17,319
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	100
Total	1,069	964	200	2,716	7.66	228	335	563	223	85.2	309	35,011	492,578	527,589	671	15.1	136	548,993
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	54.5	39.6	116	1,161	3.50	2.18	334	336	2.03	84.7	86.8	—	358,373	358,373	10.6	11.9	604	362,802
Area	190	183	6.19	295	0.29	15.5	—	15.5	15.2	—	15.2	2,011	4,433	6,443	6.02	0.08	—	6,617
Energy	2.41	1.21	21.1	12.4	0.13	1.67	—	1.67	1.67	—	1.67	—	78,797	78,797	5.58	0.44	—	79,070
Water	—	—	—	—	—	—	—	—	—	—	—	705	3,648	4,353	72.5	1.74	—	6,684
Waste	—	—	—	—	—	—	—	—	—	—	—	4,950	0.00	4,950	495	0.00	—	17,319
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	100

Total	247	223	144	1,469	3.92	19.3	334	353	18.9	84.7	104	7,666	445,251	452,917	589	14.2	704	472,592
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	9.95	7.22	21.2	212	0.64	0.40	60.9	61.3	0.37	15.5	15.8	—	59,333	59,333	1.75	1.98	99.9	60,066
Area	34.7	33.3	1.13	53.9	0.05	2.83	—	2.83	2.77	—	2.77	333	734	1,067	1.00	0.01	—	1,096
Energy	0.44	0.22	3.86	2.26	0.02	0.30	—	0.30	0.30	—	0.30	—	13,046	13,046	0.92	0.07	—	13,091
Water	—	—	—	—	—	—	—	—	—	—	—	117	604	721	12.0	0.29	—	1,107
Waste	—	—	—	—	—	—	—	—	—	—	—	820	0.00	820	81.9	0.00	—	2,867
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16.6	16.6
Total	45.1	40.8	26.2	268	0.72	3.53	60.9	64.4	3.45	15.5	18.9	1,269	73,716	74,986	97.6	2.35	117	78,243

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	17,518	17,518	1.09	0.13	—	17,584

Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	9,359	9,359	0.58	0.07	—	9,395
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	—	4,060	4,060	0.25	0.03	—	4,075
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	21,668	21,668	1.34	0.16	—	21,751
Total	—	—	—	—	—	—	—	—	—	—	—	—	52,605	52,605	3.26	0.40	—	52,805
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	17,518	17,518	1.09	0.13	—	17,584
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	9,359	9,359	0.58	0.07	—	9,395
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	—	4,060	4,060	0.25	0.03	—	4,075
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	21,668	21,668	1.34	0.16	—	21,751
Total	—	—	—	—	—	—	—	—	—	—	—	—	52,605	52,605	3.26	0.40	—	52,805
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	2,900	2,900	0.18	0.02	—	2,911

Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	1,550	1,550	0.10	0.01	—	1,555
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	—	672	672	0.04	0.01	—	675
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	3,587	3,587	0.22	0.03	—	3,601
Total	—	—	—	—	—	—	—	—	—	—	—	—	8,709	8,709	0.54	0.07	—	8,742

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	1.51	0.75	12.9	5.49	0.08	1.04	—	1.04	1.04	—	1.04	—	16,377	16,377	1.45	0.03	—	16,423
Government (Civic Center)	0.27	0.13	2.45	2.06	0.01	0.19	—	0.19	0.19	—	0.19	—	2,927	2,927	0.26	0.01	—	2,935
General Heavy Industry	0.37	0.18	3.34	2.80	0.02	0.25	—	0.25	0.25	—	0.25	—	3,983	3,983	0.35	0.01	—	3,994
Regional Shopping Center	0.27	0.13	2.43	2.04	0.01	0.19	—	0.19	0.19	—	0.19	—	2,904	2,904	0.26	0.01	—	2,913
Total	2.41	1.21	21.1	12.4	0.13	1.67	—	1.67	1.67	—	1.67	—	26,192	26,192	2.32	0.05	—	26,265

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	1.51	0.75	12.9	5.49	0.08	1.04	—	1.04	1.04	—	1.04	—	16,377	16,377	1.45	0.03	—	16,423
Government (Civic Center)	0.27	0.13	2.45	2.06	0.01	0.19	—	0.19	0.19	—	0.19	—	2,927	2,927	0.26	0.01	—	2,935
General Heavy Industry	0.37	0.18	3.34	2.80	0.02	0.25	—	0.25	0.25	—	0.25	—	3,983	3,983	0.35	0.01	—	3,994
Regional Shopping Center	0.27	0.13	2.43	2.04	0.01	0.19	—	0.19	0.19	—	0.19	—	2,904	2,904	0.26	0.01	—	2,913
Total	2.41	1.21	21.1	12.4	0.13	1.67	—	1.67	1.67	—	1.67	—	26,192	26,192	2.32	0.05	—	26,265
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.28	0.14	2.35	1.00	0.02	0.19	—	0.19	0.19	—	0.19	—	2,711	2,711	0.24	0.01	—	2,719
Government (Civic Center)	0.05	0.02	0.45	0.38	< 0.005	0.03	—	0.03	0.03	—	0.03	—	485	485	0.04	< 0.005	—	486
General Heavy Industry	0.07	0.03	0.61	0.51	< 0.005	0.05	—	0.05	0.05	—	0.05	—	659	659	0.06	< 0.005	—	661
Regional Shopping Center	0.05	0.02	0.44	0.37	< 0.005	0.03	—	0.03	0.03	—	0.03	—	481	481	0.04	< 0.005	—	482
Total	0.44	0.22	3.86	2.26	0.02	0.30	—	0.30	0.30	—	0.30	—	4,336	4,336	0.38	0.01	—	4,348

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	908	819	65.0	1,594	4.07	224	—	224	220	—	220	29,356	56,091	85,447	87.5	1.06	—	87,952
Consumer Products	95.5	95.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	9.44	9.44	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	33.6	31.4	2.53	272	0.01	0.26	—	0.26	0.19	—	0.19	—	862	862	0.04	0.01	—	866
Total	1,046	955	67.6	1,865	4.08	224	—	224	220	—	220	29,356	56,953	86,309	87.6	1.07	—	88,817
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	908	819	65.0	1,594	4.07	224	—	224	220	—	220	29,356	56,091	85,447	87.5	1.06	—	87,952
Consumer Products	95.5	95.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	9.44	9.44	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1,013	924	65.0	1,594	4.07	224	—	224	220	—	220	29,356	56,091	85,447	87.5	1.06	—	87,952

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	11.3	10.2	0.81	19.9	0.05	2.80	—	2.80	2.75	—	2.75	333	636	969	0.99	0.01	—	997
Consumer Products	17.4	17.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.72	1.72	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	4.20	3.93	0.32	33.9	< 0.005	0.03	—	0.03	0.02	—	0.02	—	97.8	97.8	< 0.005	< 0.005	—	98.2
Total	34.7	33.3	1.13	53.9	0.05	2.83	—	2.83	2.77	—	2.77	333	734	1,067	1.00	0.01	—	1,096

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	224	1,159	1,383	23.0	0.55	—	2,124
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	137	710	847	14.1	0.34	—	1,301
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	129	666	795	13.2	0.32	—	1,221

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	215	1,112	1,327	22.1	0.53	—	2,038
Total	—	—	—	—	—	—	—	—	—	—	—	705	3,648	4,353	72.5	1.74	—	6,684
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	224	1,159	1,383	23.0	0.55	—	2,124
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	137	710	847	14.1	0.34	—	1,301
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	129	666	795	13.2	0.32	—	1,221
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	215	1,112	1,327	22.1	0.53	—	2,038
Total	—	—	—	—	—	—	—	—	—	—	—	705	3,648	4,353	72.5	1.74	—	6,684
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	37.1	192	229	3.81	0.09	—	352
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	22.7	118	140	2.34	0.06	—	215
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	21.3	110	132	2.19	0.05	—	202

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	35.6	184	220	3.66	0.09	—	337
Total	—	—	—	—	—	—	—	—	—	—	—	117	604	721	12.0	0.29	—	1,107

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	2,793	0.00	2,793	279	0.00	—	9,771
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	1,107	0.00	1,107	111	0.00	—	3,873
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	194	0.00	194	19.4	0.00	—	679
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	857	0.00	857	85.6	0.00	—	2,997
Total	—	—	—	—	—	—	—	—	—	—	—	4,950	0.00	4,950	495	0.00	—	17,319
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments	—	—	—	—	—	—	—	—	—	—	—	2,793	0.00	2,793	279	0.00	—	9,771
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	1,107	0.00	1,107	111	0.00	—	3,873
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	194	0.00	194	19.4	0.00	—	679
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	857	0.00	857	85.6	0.00	—	2,997
Total	—	—	—	—	—	—	—	—	—	—	—	4,950	0.00	4,950	495	0.00	—	17,319
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	462	0.00	462	46.2	0.00	—	1,618
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	183	0.00	183	18.3	0.00	—	641
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	32.1	0.00	32.1	3.21	0.00	—	112
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	142	0.00	142	14.2	0.00	—	496
Total	—	—	—	—	—	—	—	—	—	—	—	820	0.00	820	81.9	0.00	—	2,867

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16.5	16.5
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.88	0.88
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	75.6	75.6
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.27	7.27
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	100
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16.5	16.5
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.88	0.88
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	75.6	75.6

Regional Shopping	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.27	7.27
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	100
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.73	2.73
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.15	0.15
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12.5	12.5
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.20	1.20
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16.6	16.6

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	0.00	0.00	0.00	0.00	472,936	472,936	472,936	172,621,640

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	157
Gas Fireplaces	2664
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	313
Conventional Wood Stoves	0
Catalytic Wood Stoves	157
Non-Catalytic Wood Stoves	157
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
4655632.95	1,551,878	3,246,699	1,082,233	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Low Rise	12,019,032	532	0.0330	0.0040	51,101,987
Government (Civic Center)	6,421,380	532	0.0330	0.0040	9,133,371
General Heavy Industry	2,785,615	532	0.0330	0.0040	12,429,170
Regional Shopping Center	14,866,966	532	0.0330	0.0040	9,062,659

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	116,816,089	0.00
Government (Civic Center)	71,585,230	0.00
General Heavy Industry	67,152,225	0.00
Regional Shopping Center	112,126,316	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	5,182	—
Government (Civic Center)	2,054	—
General Heavy Industry	360	—
Regional Shopping Center	1,589	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced

Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Government (Civic Center)	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Government (Civic Center)	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
General Heavy Industry	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Land Use	Existing land use metrics provided by the Existing Land Use and Parcel Analysis prepared by the Arroyo Group.

Norwalk SP - Scenario 1 Custom Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Norwalk SP - Scenario 1
Construction Start Date	4/6/2026
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	1.80
Precipitation (days)	8.00
Location	33.910406, -118.077811
County	Los Angeles-South Coast
City	Norwalk
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4865
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.23

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Other Non-Asphalt Surfaces	35.0	1000sqft	0.80	0.00	0.00	—	—	—

Parking Lot	15.0	1000sqft	0.34	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.65	7.11	13.2	12.1	0.03	0.54	3.36	3.90	0.50	1.49	1.99	—	3,777	3,777	0.18	0.29	0.11	3,868
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.02	0.06	0.15	0.16	< 0.005	0.01	0.02	0.03	0.01	0.01	0.01	—	39.7	39.7	< 0.005	< 0.005	0.01	40.3
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	< 0.005	0.01	0.03	0.03	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	6.57	6.57	< 0.005	< 0.005	< 0.005	6.67

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2026	1.65	7.11	13.2	12.1	0.03	0.54	3.36	3.90	0.50	1.49	1.99	—	3,777	3,777	0.18	0.29	0.11	3,868
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.02	0.06	0.15	0.16	< 0.005	0.01	0.02	0.03	0.01	0.01	0.01	—	39.7	39.7	< 0.005	< 0.005	0.01	40.3
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	< 0.005	0.01	0.03	0.03	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	6.57	6.57	< 0.005	< 0.005	< 0.005	6.67

3. Construction Emissions Details

3.1. Demolition (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.21	1.01	9.38	8.97	0.02	0.40	—	0.40	0.37	—	0.37	—	1,669	1,669	0.07	0.01	—	1,675
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.15	9.15	< 0.005	< 0.005	—	9.18
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.51	1.51	< 0.005	< 0.005	—	1.52
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.55	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	128	128	0.01	< 0.005	0.01	130
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.71	0.71	< 0.005	< 0.005	< 0.005	0.72
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.12	0.12	< 0.005	< 0.005	< 0.005	0.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.49	1.25	11.0	10.7	0.02	0.52	—	0.52	0.48	—	0.48	—	1,947	1,947	0.08	0.02	—	1,954
Dust From Material Movement	—	—	—	—	—	—	2.77	2.77	—	1.34	1.34	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.7	10.7	< 0.005	< 0.005	—	10.7
Dust From Material Movement	—	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.77	1.77	< 0.005	< 0.005	—	1.77
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.55	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	128	128	0.01	< 0.005	0.01	130
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.12	0.03	2.13	0.81	0.01	0.02	0.46	0.49	0.02	0.13	0.15	—	1,701	1,701	0.09	0.27	0.10	1,785
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.71	0.71	< 0.005	< 0.005	< 0.005	0.72
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.32	9.32	< 0.005	< 0.005	0.01	9.79
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.12	0.12	< 0.005	< 0.005	< 0.005	0.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.54	1.54	< 0.005	< 0.005	< 0.005	1.62

3.5. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39	0.33	3.09	3.08	0.01	0.13	—	0.13	0.12	—	0.12	—	857	857	0.03	0.01	—	860
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.70	4.70	< 0.005	< 0.005	—	4.71
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.78	0.78	< 0.005	< 0.005	—	0.78
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.55	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	128	128	0.01	< 0.005	0.01	130
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.71	0.71	< 0.005	< 0.005	< 0.005	0.72
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.12	0.12	< 0.005	< 0.005	< 0.005	0.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	1.45	1.79	< 0.005	0.07	—	0.07	0.06	—	0.06	—	279	279	0.01	< 0.005	—	280
Paving	—	0.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.53	1.53	< 0.005	< 0.005	—	1.53
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.25	0.25	< 0.005	< 0.005	—	0.25
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.55	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	128	128	0.01	< 0.005	0.01	130
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.71	0.71	< 0.005	< 0.005	< 0.005	0.72
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.12	0.12	< 0.005	< 0.005	< 0.005	0.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	6.95	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.73	0.73	< 0.005	< 0.005	—	0.73
Architectural Coatings	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.12	0.12	< 0.005	< 0.005	—	0.12
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.55	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	128	128	0.01	< 0.005	0.01	130

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.71	0.71	< 0.005	< 0.005	< 0.005	0.72
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.12	0.12	< 0.005	< 0.005	< 0.005	0.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	3/2/2026	3/3/2026	5.00	2.00	—
Grading	Grading	3/4/2026	3/5/2026	5.00	2.00	—

Building Construction	Building Construction	3/6/2026	3/9/2026	5.00	2.00	—
Paving	Paving	3/10/2026	3/11/2026	5.00	2.00	—
Architectural Coating	Architectural Coating	3/12/2026	3/13/2026	5.00	2.00	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Cranes	Diesel	Average	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	6.00	81.0	0.42
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT

Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	25.0	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	10.0	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	0.00	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	10.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	10.0	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	0.00	0.00	3,000

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	—	—
Grading	—	800	2.00	0.00	—
Paving	0.00	0.00	0.00	0.00	1.15

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Other Non-Asphalt Surfaces	0.80	0%
Parking Lot	0.34	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	532	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Example construction scenario.
Construction: Off-Road Equipment	Example construction scenario.
Construction: Trips and VMT	Example construction scenario.

Norwalk SP - Scenario 2 Custom Report

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5.18.2.1. Unmitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Norwalk SP - Scenario 2
Construction Start Date	4/6/2026
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	1.80
Precipitation (days)	8.00
Location	33.910406, -118.077811
County	Los Angeles-South Coast
City	Norwalk
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4865
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.23

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Other Non-Asphalt Surfaces	35.0	1000sqft	0.80	0.00	0.00	—	—	—

Parking Lot	15.0	1000sqft	0.34	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.84	7.11	22.5	20.8	0.04	0.94	5.92	6.86	0.87	2.81	3.67	—	5,410	5,410	0.25	0.31	0.11	5,507
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.04	0.08	0.32	0.32	< 0.005	0.01	0.04	0.05	0.01	0.02	0.03	—	68.5	68.5	< 0.005	< 0.005	0.01	69.2
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.01	0.01	0.06	0.06	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	—	11.3	11.3	< 0.005	< 0.005	< 0.005	11.5

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2026	2.84	7.11	22.5	20.8	0.04	0.94	5.92	6.86	0.87	2.81	3.67	—	5,410	5,410	0.25	0.31	0.11	5,507
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.04	0.08	0.32	0.32	< 0.005	0.01	0.04	0.05	0.01	0.02	0.03	—	68.5	68.5	< 0.005	< 0.005	0.01	69.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.01	0.01	0.06	0.06	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	—	11.3	11.3	< 0.005	< 0.005	< 0.005	11.5

3. Construction Emissions Details

3.1. Demolition (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.51	2.10	19.2	17.9	0.03	0.81	—	0.81	0.74	—	0.74	—	3,292	3,292	0.13	0.03	—	3,303
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	18.0	18.0	< 0.005	< 0.005	—	18.1
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.99	2.99	< 0.005	< 0.005	—	3.00
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.55	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	128	128	0.01	< 0.005	0.01	130
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.71	0.71	< 0.005	< 0.005	< 0.005	0.72
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.12	0.12	< 0.005	< 0.005	< 0.005	0.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.68	2.25	20.3	19.4	0.03	0.92	—	0.92	0.84	—	0.84	—	3,580	3,580	0.15	0.03	—	3,592
Dust From Material Movement	—	—	—	—	—	—	5.33	5.33	—	2.65	2.65	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.11	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	19.6	19.6	< 0.005	< 0.005	—	19.7
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.25	3.25	< 0.005	< 0.005	—	3.26
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.55	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	128	128	0.01	< 0.005	0.01	130
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.12	0.03	2.13	0.81	0.01	0.02	0.46	0.49	0.02	0.13	0.15	—	1,701	1,701	0.09	0.27	0.10	1,785
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.71	0.71	< 0.005	< 0.005	< 0.005	0.72
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.32	9.32	< 0.005	< 0.005	0.01	9.79
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.12	0.12	< 0.005	< 0.005	< 0.005	0.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.54	1.54	< 0.005	< 0.005	< 0.005	1.62

3.5. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.57	1.32	12.2	11.6	0.02	0.52	—	0.52	0.48	—	0.48	—	2,454	2,454	0.10	0.02	—	2,462
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.4	13.4	< 0.005	< 0.005	—	13.5
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.23	2.23	< 0.005	< 0.005	—	2.23
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.55	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	128	128	0.01	< 0.005	0.01	130
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.71	0.71	< 0.005	< 0.005	< 0.005	0.72
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.12	0.12	< 0.005	< 0.005	< 0.005	0.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.43	0.36	3.25	4.56	0.01	0.14	—	0.14	0.13	—	0.13	—	693	693	0.03	0.01	—	695
Paving	—	0.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.80	3.80	< 0.005	< 0.005	—	3.81
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.63	0.63	< 0.005	< 0.005	—	0.63
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.55	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	128	128	0.01	< 0.005	0.01	130
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.71	0.71	< 0.005	< 0.005	< 0.005	0.72
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.12	0.12	< 0.005	< 0.005	< 0.005	0.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	6.95	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.73	0.73	< 0.005	< 0.005	—	0.73
Architectural Coatings	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.12	0.12	< 0.005	< 0.005	—	0.12
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.04	0.55	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	128	128	0.01	< 0.005	0.01	130

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.71	0.71	< 0.005	< 0.005	< 0.005	0.72
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.12	0.12	< 0.005	< 0.005	< 0.005	0.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	3/2/2026	3/3/2026	5.00	2.00	—
Grading	Grading	3/4/2026	3/5/2026	5.00	2.00	—

Building Construction	Building Construction	3/6/2026	3/9/2026	5.00	2.00	—
Paving	Paving	3/10/2026	3/11/2026	5.00	2.00	—
Architectural Coating	Architectural Coating	3/12/2026	3/13/2026	5.00	2.00	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	6.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	25.0	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	10.0	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	0.00	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	10.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	10.0	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT

Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	0.00	0.00	3,000

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	—	—
Grading	—	1,600	2.00	0.00	—
Paving	0.00	0.00	0.00	0.00	1.15

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Other Non-Asphalt Surfaces	0.80	0%
Parking Lot	0.34	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	532	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Example construction scenario.
Construction: Off-Road Equipment	Example construction scenario.
Construction: Trips and VMT	Example construction scenario.
Construction: Dust From Material Movement	Example construction scenario.

Norwalk SP - Scenario 3 Custom Report

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5.18.2.1. Unmitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Norwalk SP - Scenario 3
Construction Start Date	4/6/2026
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	1.80
Precipitation (days)	8.00
Location	33.910406, -118.077811
County	Los Angeles-South Coast
City	Norwalk
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4865
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.23

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Other Non-Asphalt Surfaces	35.0	1000sqft	0.80	0.00	0.00	—	—	—

Parking Lot	15.0	1000sqft	0.34	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.75	7.26	47.5	42.9	0.11	1.80	13.0	14.8	1.66	5.94	7.60	—	14,293	14,293	0.68	1.17	0.46	14,658
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.08	0.10	0.57	0.63	< 0.005	0.02	0.09	0.11	0.02	0.04	0.06	—	150	150	0.01	0.01	0.06	153
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.01	0.02	0.10	0.12	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	24.9	24.9	< 0.005	< 0.005	0.01	25.3

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2026	5.75	7.26	47.5	42.9	0.11	1.80	13.0	14.8	1.66	5.94	7.60	—	14,293	14,293	0.68	1.17	0.46	14,658
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.08	0.10	0.57	0.63	< 0.005	0.02	0.09	0.11	0.02	0.04	0.06	—	150	150	0.01	0.01	0.06	153
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.01	0.02	0.10	0.12	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	24.9	24.9	< 0.005	< 0.005	0.01	25.3

3. Construction Emissions Details

3.1. Demolition (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.83	4.06	37.5	35.9	0.06	1.61	—	1.61	1.48	—	1.48	—	6,677	6,677	0.27	0.05	—	6,700
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.21	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	36.6	36.6	< 0.005	< 0.005	—	36.7
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.06	6.06	< 0.005	< 0.005	—	6.08
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.21	0.18	0.22	2.76	0.00	0.00	0.65	0.65	0.00	0.15	0.15	—	642	642	0.03	0.02	0.06	650
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.57	3.57	< 0.005	< 0.005	0.01	3.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.59	0.59	< 0.005	< 0.005	< 0.005	0.60
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.06	4.25	38.8	36.9	0.06	1.71	—	1.71	1.58	—	1.58	—	6,846	6,846	0.28	0.06	—	6,869
Dust From Material Movement	—	—	—	—	—	—	10.4	10.4	—	5.28	5.28	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.21	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	37.5	37.5	< 0.005	< 0.005	—	37.6
Dust From Material Movement	—	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.21	6.21	< 0.005	< 0.005	—	6.23
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.21	0.18	0.22	2.76	0.00	0.00	0.65	0.65	0.00	0.15	0.15	—	642	642	0.03	0.02	0.06	650
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.48	0.10	8.51	3.25	0.05	0.09	1.85	1.94	0.09	0.51	0.60	—	6,805	6,805	0.38	1.09	0.40	7,139
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.57	3.57	< 0.005	< 0.005	0.01	3.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	37.3	37.3	< 0.005	0.01	0.04	39.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.59	0.59	< 0.005	< 0.005	< 0.005	0.60
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.17	6.17	< 0.005	< 0.005	0.01	6.48

3.5. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.39	1.17	9.49	13.3	0.02	0.35	—	0.35	0.32	—	0.32	—	2,153	2,153	0.09	0.02	—	2,160
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.8	11.8	< 0.005	< 0.005	—	11.8
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.95	1.95	< 0.005	< 0.005	—	1.96
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.21	0.18	0.22	2.76	0.00	0.00	0.65	0.65	0.00	0.15	0.15	—	642	642	0.03	0.02	0.06	650
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.57	3.57	< 0.005	< 0.005	0.01	3.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.59	0.59	< 0.005	< 0.005	< 0.005	0.60
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95	0.80	6.91	10.9	0.01	0.26	—	0.26	0.23	—	0.23	—	1,522	1,522	0.06	0.01	—	1,527
Paving	—	0.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.34	8.34	< 0.005	< 0.005	—	8.37
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.38	1.38	< 0.005	< 0.005	—	1.39
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.21	0.18	0.22	2.76	0.00	0.00	0.65	0.65	0.00	0.15	0.15	—	642	642	0.03	0.02	0.06	650
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.57	3.57	< 0.005	< 0.005	0.01	3.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.59	0.59	< 0.005	< 0.005	< 0.005	0.60
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	6.95	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.73	0.73	< 0.005	< 0.005	—	0.73
Architectural Coatings	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.12	0.12	< 0.005	< 0.005	—	0.12
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.21	0.18	0.22	2.76	0.00	0.00	0.65	0.65	0.00	0.15	0.15	—	642	642	0.03	0.02	0.06	650

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.57	3.57	< 0.005	< 0.005	0.01	3.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.59	0.59	< 0.005	< 0.005	< 0.005	0.60
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	3/2/2026	3/3/2026	5.00	2.00	—
Grading	Grading	3/4/2026	3/5/2026	5.00	2.00	—

Building Construction	Building Construction	3/6/2026	3/9/2026	5.00	2.00	—
Paving	Paving	3/10/2026	3/11/2026	5.00	2.00	—
Architectural Coating	Architectural Coating	3/12/2026	3/13/2026	5.00	2.00	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	4.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	4.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	6.00	84.0	0.37
Building Construction	Rubber Tired Dozers	Diesel	Average	3.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	6.00	81.0	0.42
Paving	Rubber Tired Dozers	Diesel	Average	3.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	50.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	50.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	100	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	50.0	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	0.00	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	50.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	50.0	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	0.00	0.00	3,000

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	—	—
Grading	—	3,200	2.00	0.00	—
Paving	0.00	0.00	0.00	0.00	1.15

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Other Non-Asphalt Surfaces	0.80	0%
Parking Lot	0.34	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	532	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Example construction scenario.
Construction: Off-Road Equipment	Example construction scenario.

Construction: Trips and VMT	Example construction scenario.
Construction: Dust From Material Movement	Example construction scenario.

Norwalk SP - Scenario 4 Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Norwalk SP - Scenario 4
Construction Start Date	4/6/2026
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	1.80
Precipitation (days)	8.00
Location	33.910406, -118.077811
County	Los Angeles-South Coast
City	Norwalk
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4865
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.23

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Other Non-Asphalt Surfaces	35.0	1000sqft	0.80	0.00	0.00	—	—	—

Parking Lot	15.0	1000sqft	0.34	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	7.45	7.44	61.8	57.0	0.15	2.26	17.1	19.4	2.09	7.66	9.75	—	20,116	20,116	0.97	1.75	0.71	20,661
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.14	0.16	1.05	1.11	< 0.005	0.04	0.12	0.16	0.04	0.05	0.09	—	265	265	0.01	0.01	0.11	269
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.03	0.03	0.19	0.20	< 0.005	0.01	0.02	0.03	0.01	0.01	0.02	—	43.8	43.8	< 0.005	< 0.005	0.02	44.5

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2026	7.45	7.44	61.8	57.0	0.15	2.26	17.1	19.4	2.09	7.66	9.75	—	20,116	20,116	0.97	1.75	0.71	20,661
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.14	0.16	1.05	1.11	< 0.005	0.04	0.12	0.16	0.04	0.05	0.09	—	265	265	0.01	0.01	0.11	269
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.03	0.03	0.19	0.20	< 0.005	0.01	0.02	0.03	0.01	0.01	0.02	—	43.8	43.8	< 0.005	< 0.005	0.02	44.5

3. Construction Emissions Details

3.1. Demolition (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	6.04	5.07	46.9	44.8	0.08	2.01	—	2.01	1.85	—	1.85	—	8,346	8,346	0.34	0.07	—	8,375
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.26	0.25	< 0.005	0.01	—	0.01	0.01	—	0.01	—	45.7	45.7	< 0.005	< 0.005	—	45.9
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.57	7.57	< 0.005	< 0.005	—	7.60
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.42	0.37	0.44	5.51	0.00	0.00	1.31	1.31	0.00	0.31	0.31	—	1,284	1,284	0.06	0.05	0.12	1,300
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.14	7.14	< 0.005	< 0.005	0.01	7.24
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.18	1.18	< 0.005	< 0.005	< 0.005	1.20
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	6.31	5.31	48.6	46.6	0.08	2.13	—	2.13	1.96	—	1.96	—	8,624	8,624	0.35	0.07	—	8,653
Dust From Material Movement	—	—	—	—	—	—	13.0	13.0	—	6.59	6.59	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.27	0.26	< 0.005	0.01	—	0.01	0.01	—	0.01	—	47.3	47.3	< 0.005	< 0.005	—	47.4
Dust From Material Movement	—	—	—	—	—	—	0.07	0.07	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.82	7.82	< 0.005	< 0.005	—	7.85
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.42	0.37	0.44	5.51	0.00	0.00	1.31	1.31	0.00	0.31	0.31	—	1,284	1,284	0.06	0.05	0.12	1,300
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.72	0.15	12.8	4.88	0.07	0.13	2.78	2.91	0.13	0.76	0.89	—	10,207	10,207	0.57	1.63	0.59	10,708
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.14	7.14	< 0.005	< 0.005	0.01	7.24
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.07	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	—	55.9	55.9	< 0.005	0.01	0.05	58.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.18	1.18	< 0.005	< 0.005	< 0.005	1.20
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	9.26	9.26	< 0.005	< 0.005	0.01	9.72

3.5. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.22	4.39	40.6	38.9	0.07	1.74	—	1.74	1.60	—	1.60	—	7,534	7,534	0.31	0.06	—	7,560
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.22	0.21	< 0.005	0.01	—	0.01	0.01	—	0.01	—	41.3	41.3	< 0.005	< 0.005	—	41.4
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.83	6.83	< 0.005	< 0.005	—	6.86
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.42	0.37	0.44	5.51	0.00	0.00	1.31	1.31	0.00	0.31	0.31	—	1,284	1,284	0.06	0.05	0.12	1,300
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.14	7.14	< 0.005	< 0.005	0.01	7.24
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.18	1.18	< 0.005	< 0.005	< 0.005	1.20
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	5.01	4.20	39.0	37.7	0.06	1.68	—	1.68	1.55	—	1.55	—	6,956	6,956	0.28	0.06	—	6,979
Paving	—	0.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.21	0.21	< 0.005	0.01	—	0.01	0.01	—	0.01	—	38.1	38.1	< 0.005	< 0.005	—	38.2
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.31	6.31	< 0.005	< 0.005	—	6.33
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.42	0.37	0.44	5.51	0.00	0.00	1.31	1.31	0.00	0.31	0.31	—	1,284	1,284	0.06	0.05	0.12	1,300
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.14	7.14	< 0.005	< 0.005	0.01	7.24
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.18	1.18	< 0.005	< 0.005	< 0.005	1.20
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	6.95	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.73	0.73	< 0.005	< 0.005	—	0.73
Architectural Coatings	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.12	0.12	< 0.005	< 0.005	—	0.12
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.42	0.37	0.44	5.51	0.00	0.00	1.31	1.31	0.00	0.31	0.31	—	1,284	1,284	0.06	0.05	0.12	1,300

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.14	7.14	< 0.005	< 0.005	0.01	7.24
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.18	1.18	< 0.005	< 0.005	< 0.005	1.20
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	3/2/2026	3/3/2026	5.00	2.00	—
Grading	Grading	3/4/2026	3/5/2026	5.00	2.00	—

Building Construction	Building Construction	3/6/2026	3/9/2026	5.00	2.00	—
Paving	Paving	3/10/2026	3/11/2026	5.00	2.00	—
Architectural Coating	Architectural Coating	3/12/2026	3/13/2026	5.00	2.00	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	5.00	8.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	5.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	5.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Building Construction	Rubber Tired Dozers	Diesel	Average	4.00	8.00	367	0.40
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	6.00	81.0	0.42
Paving	Rubber Tired Dozers	Diesel	Average	4.00	8.00	367	0.40
Paving	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	100	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	100	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	150	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	100	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	0.00	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	100	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	100	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	0.00	0.00	3,000

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	—	—
Grading	—	4,800	2.00	0.00	—
Paving	0.00	0.00	0.00	0.00	1.15

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Other Non-Asphalt Surfaces	0.80	0%
Parking Lot	0.34	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	532	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Example construction scenario.
Construction: Off-Road Equipment	Example construction scenario.

Construction: Trips and VMT	Example construction scenario.
Construction: Dust From Material Movement	Example construction scenario.

Norwalk SP - Future 2040 w/o Plan Custom Report

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5.18.2.1. Unmitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Norwalk SP - Future 2040 w/o Plan
Operational Year	2040
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	1.80
Precipitation (days)	8.00
Location	33.909079, -118.076891
County	Los Angeles-South Coast
City	Norwalk
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4865
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.26

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	3,134	Dwelling Unit	168	2,299,078	0.00	—	21,432	—

Government (Civic Center)	360	1000sqft	24.1	360,341	0.00	—	—	—
General Heavy Industry	290	1000sqft	21.0	290,388	0.00	—	—	—
Regional Shopping Center	1,514	1000sqft	126	1,513,737	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1,086	984	137	2,747	7.10	227	325	552	223	82.6	305	35,104	433,863	468,967	676	11.3	265	489,505
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1,052	953	139	2,353	6.96	227	325	552	222	82.6	305	35,104	420,420	455,524	676	11.6	104	476,000
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	230	212	80.9	1,087	3.22	18.3	324	342	17.9	82.2	100	7,758	372,149	379,907	595	10.7	171	398,141
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	41.9	38.6	14.8	198	0.59	3.33	59.0	62.4	3.26	15.0	18.3	1,284	61,613	62,898	98.5	1.77	28.4	65,917

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	38.1	28.6	48.0	868	2.89	1.11	325	326	1.03	82.6	83.6	—	294,465	294,465	6.84	8.02	165	297,190
Area	1,046	955	67.5	1,867	4.08	224	—	224	220	—	220	29,356	56,953	86,309	87.6	1.07	—	88,817
Energy	2.41	1.21	21.1	12.4	0.13	1.67	—	1.67	1.67	—	1.67	—	78,797	78,797	5.58	0.44	—	79,070
Water	—	—	—	—	—	—	—	—	—	—	—	705	3,648	4,353	72.5	1.74	—	6,684
Waste	—	—	—	—	—	—	—	—	—	—	—	5,043	0.00	5,043	504	0.00	—	17,644
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	100
Total	1,086	984	137	2,747	7.10	227	325	552	223	82.6	305	35,104	433,863	468,967	676	11.3	265	489,505
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	37.4	28.1	52.6	747	2.76	1.11	325	326	1.03	82.6	83.6	—	281,884	281,884	6.71	8.37	4.28	284,550
Area	1,013	924	65.0	1,594	4.07	224	—	224	220	—	220	29,356	56,091	85,447	87.5	1.06	—	87,952
Energy	2.41	1.21	21.1	12.4	0.13	1.67	—	1.67	1.67	—	1.67	—	78,797	78,797	5.58	0.44	—	79,070
Water	—	—	—	—	—	—	—	—	—	—	—	705	3,648	4,353	72.5	1.74	—	6,684
Waste	—	—	—	—	—	—	—	—	—	—	—	5,043	0.00	5,043	504	0.00	—	17,644
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	100
Total	1,052	953	139	2,353	6.96	227	325	552	222	82.6	305	35,104	420,420	455,524	676	11.6	104	476,000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	37.5	28.2	53.7	779	2.80	1.11	324	325	1.03	82.2	83.2	—	285,271	285,271	6.73	8.44	71.3	288,026
Area	190	182	6.12	296	0.29	15.5	—	15.5	15.2	—	15.2	2,011	4,433	6,443	6.02	0.08	—	6,617
Energy	2.41	1.21	21.1	12.4	0.13	1.67	—	1.67	1.67	—	1.67	—	78,797	78,797	5.58	0.44	—	79,070
Water	—	—	—	—	—	—	—	—	—	—	—	705	3,648	4,353	72.5	1.74	—	6,684
Waste	—	—	—	—	—	—	—	—	—	—	—	5,043	0.00	5,043	504	0.00	—	17,644
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	100

Total	230	212	80.9	1,087	3.22	18.3	324	342	17.9	82.2	100	7,758	372,149	379,907	595	10.7	171	398,141
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6.85	5.15	9.80	142	0.51	0.20	59.0	59.2	0.19	15.0	15.2	—	47,230	47,230	1.11	1.40	11.8	47,686
Area	34.6	33.3	1.12	54.0	0.05	2.83	—	2.83	2.77	—	2.77	333	734	1,067	1.00	0.01	—	1,096
Energy	0.44	0.22	3.86	2.26	0.02	0.30	—	0.30	0.30	—	0.30	—	13,046	13,046	0.92	0.07	—	13,091
Water	—	—	—	—	—	—	—	—	—	—	—	117	604	721	12.0	0.29	—	1,107
Waste	—	—	—	—	—	—	—	—	—	—	—	835	0.00	835	83.5	0.00	—	2,921
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16.6	16.6
Total	41.9	38.6	14.8	198	0.59	3.33	59.0	62.4	3.26	15.0	18.3	1,284	61,613	62,898	98.5	1.77	28.4	65,917

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	17,518	17,518	1.09	0.13	—	17,584

Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	9,359	9,359	0.58	0.07	—	9,395
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	—	4,060	4,060	0.25	0.03	—	4,075
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	21,668	21,668	1.34	0.16	—	21,751
Total	—	—	—	—	—	—	—	—	—	—	—	—	52,605	52,605	3.26	0.40	—	52,805
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	17,518	17,518	1.09	0.13	—	17,584
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	9,359	9,359	0.58	0.07	—	9,395
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	—	4,060	4,060	0.25	0.03	—	4,075
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	21,668	21,668	1.34	0.16	—	21,751
Total	—	—	—	—	—	—	—	—	—	—	—	—	52,605	52,605	3.26	0.40	—	52,805
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	2,900	2,900	0.18	0.02	—	2,911

Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	1,550	1,550	0.10	0.01	—	1,555
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	—	672	672	0.04	0.01	—	675
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	3,587	3,587	0.22	0.03	—	3,601
Total	—	—	—	—	—	—	—	—	—	—	—	—	8,709	8,709	0.54	0.07	—	8,742

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	1.51	0.75	12.9	5.49	0.08	1.04	—	1.04	1.04	—	1.04	—	16,377	16,377	1.45	0.03	—	16,423
Government (Civic Center)	0.27	0.13	2.45	2.06	0.01	0.19	—	0.19	0.19	—	0.19	—	2,927	2,927	0.26	0.01	—	2,935
General Heavy Industry	0.37	0.18	3.34	2.80	0.02	0.25	—	0.25	0.25	—	0.25	—	3,983	3,983	0.35	0.01	—	3,994
Regional Shopping Center	0.27	0.13	2.43	2.04	0.01	0.19	—	0.19	0.19	—	0.19	—	2,904	2,904	0.26	0.01	—	2,913
Total	2.41	1.21	21.1	12.4	0.13	1.67	—	1.67	1.67	—	1.67	—	26,192	26,192	2.32	0.05	—	26,265

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	1.51	0.75	12.9	5.49	0.08	1.04	—	1.04	1.04	—	1.04	—	16,377	16,377	1.45	0.03	—	16,423
Government (Civic Center)	0.27	0.13	2.45	2.06	0.01	0.19	—	0.19	0.19	—	0.19	—	2,927	2,927	0.26	0.01	—	2,935
General Heavy Industry	0.37	0.18	3.34	2.80	0.02	0.25	—	0.25	0.25	—	0.25	—	3,983	3,983	0.35	0.01	—	3,994
Regional Shopping Center	0.27	0.13	2.43	2.04	0.01	0.19	—	0.19	0.19	—	0.19	—	2,904	2,904	0.26	0.01	—	2,913
Total	2.41	1.21	21.1	12.4	0.13	1.67	—	1.67	1.67	—	1.67	—	26,192	26,192	2.32	0.05	—	26,265
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.28	0.14	2.35	1.00	0.02	0.19	—	0.19	0.19	—	0.19	—	2,711	2,711	0.24	0.01	—	2,719
Government (Civic Center)	0.05	0.02	0.45	0.38	< 0.005	0.03	—	0.03	0.03	—	0.03	—	485	485	0.04	< 0.005	—	486
General Heavy Industry	0.07	0.03	0.61	0.51	< 0.005	0.05	—	0.05	0.05	—	0.05	—	659	659	0.06	< 0.005	—	661
Regional Shopping Center	0.05	0.02	0.44	0.37	< 0.005	0.03	—	0.03	0.03	—	0.03	—	481	481	0.04	< 0.005	—	482
Total	0.44	0.22	3.86	2.26	0.02	0.30	—	0.30	0.30	—	0.30	—	4,336	4,336	0.38	0.01	—	4,348

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	908	819	65.0	1,594	4.07	224	—	224	220	—	220	29,356	56,091	85,447	87.5	1.06	—	87,952
Consumer Products	95.5	95.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	9.44	9.44	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	33.1	30.9	2.43	273	0.01	0.25	—	0.25	0.19	—	0.19	—	862	862	0.04	0.01	—	866
Total	1,046	955	67.5	1,867	4.08	224	—	224	220	—	220	29,356	56,953	86,309	87.6	1.07	—	88,817
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	908	819	65.0	1,594	4.07	224	—	224	220	—	220	29,356	56,091	85,447	87.5	1.06	—	87,952
Consumer Products	95.5	95.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	9.44	9.44	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1,013	924	65.0	1,594	4.07	224	—	224	220	—	220	29,356	56,091	85,447	87.5	1.06	—	87,952

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	11.3	10.2	0.81	19.9	0.05	2.80	—	2.80	2.75	—	2.75	333	636	969	0.99	0.01	—	997
Consumer Products	17.4	17.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	1.72	1.72	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	4.13	3.86	0.30	34.1	< 0.005	0.03	—	0.03	0.02	—	0.02	—	97.8	97.8	< 0.005	< 0.005	—	98.2
Total	34.6	33.3	1.12	54.0	0.05	2.83	—	2.83	2.77	—	2.77	333	734	1,067	1.00	0.01	—	1,096

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	224	1,159	1,383	23.0	0.55	—	2,124
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	137	710	847	14.1	0.34	—	1,301
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	129	666	795	13.2	0.32	—	1,221

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	215	1,112	1,327	22.1	0.53	—	2,038
Total	—	—	—	—	—	—	—	—	—	—	—	705	3,648	4,353	72.5	1.74	—	6,684
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	224	1,159	1,383	23.0	0.55	—	2,124
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	137	710	847	14.1	0.34	—	1,301
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	129	666	795	13.2	0.32	—	1,221
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	215	1,112	1,327	22.1	0.53	—	2,038
Total	—	—	—	—	—	—	—	—	—	—	—	705	3,648	4,353	72.5	1.74	—	6,684
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	37.1	192	229	3.81	0.09	—	352
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	22.7	118	140	2.34	0.06	—	215
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	21.3	110	132	2.19	0.05	—	202

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	35.6	184	220	3.66	0.09	—	337
Total	—	—	—	—	—	—	—	—	—	—	—	117	604	721	12.0	0.29	—	1,107

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	2,886	0.00	2,886	288	0.00	—	10,096
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	1,107	0.00	1,107	111	0.00	—	3,873
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	194	0.00	194	19.4	0.00	—	679
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	857	0.00	857	85.6	0.00	—	2,997
Total	—	—	—	—	—	—	—	—	—	—	—	5,043	0.00	5,043	504	0.00	—	17,644
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments	—	—	—	—	—	—	—	—	—	—	—	2,886	0.00	2,886	288	0.00	—	10,096
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	1,107	0.00	1,107	111	0.00	—	3,873
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	194	0.00	194	19.4	0.00	—	679
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	857	0.00	857	85.6	0.00	—	2,997
Total	—	—	—	—	—	—	—	—	—	—	—	5,043	0.00	5,043	504	0.00	—	17,644
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	478	0.00	478	47.7	0.00	—	1,671
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	183	0.00	183	18.3	0.00	—	641
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	32.1	0.00	32.1	3.21	0.00	—	112
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	142	0.00	142	14.2	0.00	—	496
Total	—	—	—	—	—	—	—	—	—	—	—	835	0.00	835	83.5	0.00	—	2,921

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16.5	16.5
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.88	0.88
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	75.6	75.6
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.27	7.27
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	100
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16.5	16.5
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.88	0.88
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	75.6	75.6

Regional Shopping	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.27	7.27
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	100
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.73	2.73
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.15	0.15
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12.5	12.5
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.20	1.20
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16.6	16.6

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	0.00	0.00	0.00	0.00	458,444	458,444	458,444	167,332,060

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	157
Gas Fireplaces	2664
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	313
Conventional Wood Stoves	0
Catalytic Wood Stoves	157
Non-Catalytic Wood Stoves	157
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
4655632.95	1,551,878	3,246,699	1,082,233	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Low Rise	12,019,032	532	0.0330	0.0040	51,101,987
Government (Civic Center)	6,421,380	532	0.0330	0.0040	9,133,371
General Heavy Industry	2,785,615	532	0.0330	0.0040	12,429,170
Regional Shopping Center	14,866,966	532	0.0330	0.0040	9,062,659

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	116,816,089	0.00
Government (Civic Center)	71,585,230	0.00
General Heavy Industry	67,152,225	0.00
Regional Shopping Center	112,126,316	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	5,354	—
Government (Civic Center)	2,054	—
General Heavy Industry	360	—
Regional Shopping Center	1,589	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced

Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Government (Civic Center)	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Government (Civic Center)	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
General Heavy Industry	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

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Screen	Justification
Land Use	Existing land use metrics provided by the Existing Land Use and Parcel Analysis prepared by the Arroyo Group.

Norwalk SP - Future 2040 w Plan Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Norwalk SP - Future 2040 w Plan
Operational Year	2040
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	1.80
Precipitation (days)	8.00
Location	33.909079, -118.076891
County	Los Angeles-South Coast
City	Norwalk
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4865
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.26

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	6,218	Dwelling Unit	389	4,584,496	0.00	—	28,225	—

Government (Civic Center)	307	1000sqft	24.1	307,330	0.00	—	—	—
General Heavy Industry	272	1000sqft	21.0	272,078	0.00	—	—	—
Regional Shopping Center	1,238	1000sqft	126	1,237,990	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2,037	1,846	211	4,453	11.1	448	319	767	440	81.0	521	64,728	509,132	573,860	838	12.3	269	598,765
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1,989	1,802	212	3,900	11.0	448	319	766	439	81.0	520	64,728	495,452	560,180	838	12.7	114	585,025
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	344	319	95.2	1,283	3.50	34.3	317	351	33.6	80.5	114	10,473	395,909	406,383	676	10.8	179	426,687
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	62.7	58.2	17.4	234	0.64	6.26	57.9	64.1	6.13	14.7	20.8	1,734	65,547	67,281	112	1.79	29.6	70,643

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	36.0	27.0	45.4	840	2.81	1.05	319	320	0.99	81.0	82.0	—	286,777	286,777	6.45	7.54	159	289,343
Area	1,997	1,817	133	3,596	8.09	444	—	444	436	—	436	58,243	112,555	170,798	174	2.12	—	175,773
Energy	3.79	1.89	32.8	17.0	0.21	2.62	—	2.62	2.62	—	2.62	—	105,361	105,361	7.62	0.56	—	105,718
Water	—	—	—	—	—	—	—	—	—	—	—	857	4,439	5,297	88.2	2.12	—	8,134
Waste	—	—	—	—	—	—	—	—	—	—	—	5,627	0.00	5,627	562	0.00	—	19,686
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	110	110
Total	2,037	1,846	211	4,453	11.1	448	319	767	440	81.0	521	64,728	509,132	573,860	838	12.3	269	598,765
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	35.3	26.5	49.8	721	2.69	1.05	319	320	0.99	81.0	82.0	—	274,365	274,365	6.32	7.88	4.12	276,876
Area	1,950	1,774	129	3,162	8.07	444	—	444	436	—	436	58,243	111,287	169,530	174	2.11	—	174,500
Energy	3.79	1.89	32.8	17.0	0.21	2.62	—	2.62	2.62	—	2.62	—	105,361	105,361	7.62	0.56	—	105,718
Water	—	—	—	—	—	—	—	—	—	—	—	857	4,439	5,297	88.2	2.12	—	8,134
Waste	—	—	—	—	—	—	—	—	—	—	—	5,627	0.00	5,627	562	0.00	—	19,686
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	110	110
Total	1,989	1,802	212	3,900	11.0	448	319	766	439	81.0	520	64,728	495,452	560,180	838	12.7	114	585,025
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	35.4	26.6	50.8	752	2.72	1.05	317	318	0.98	80.5	81.5	—	277,618	277,618	6.35	7.95	68.5	280,215
Area	305	291	11.5	514	0.57	30.6	—	30.6	30.0	—	30.0	3,989	8,491	12,480	11.9	0.15	—	12,824
Energy	3.79	1.89	32.8	17.0	0.21	2.62	—	2.62	2.62	—	2.62	—	105,361	105,361	7.62	0.56	—	105,718
Water	—	—	—	—	—	—	—	—	—	—	—	857	4,439	5,297	88.2	2.12	—	8,134
Waste	—	—	—	—	—	—	—	—	—	—	—	5,627	0.00	5,627	562	0.00	—	19,686
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	110	110

Total	344	319	95.2	1,283	3.50	34.3	317	351	33.6	80.5	114	10,473	395,909	406,383	676	10.8	179	426,687
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6.47	4.86	9.28	137	0.50	0.19	57.9	58.1	0.18	14.7	14.9	—	45,963	45,963	1.05	1.32	11.3	46,393
Area	55.6	53.0	2.10	93.7	0.10	5.59	—	5.59	5.48	—	5.48	660	1,406	2,066	1.98	0.03	—	2,123
Energy	0.69	0.35	5.99	3.09	0.04	0.48	—	0.48	0.48	—	0.48	—	17,444	17,444	1.26	0.09	—	17,503
Water	—	—	—	—	—	—	—	—	—	—	—	142	735	877	14.6	0.35	—	1,347
Waste	—	—	—	—	—	—	—	—	—	—	—	932	0.00	932	93.1	0.00	—	3,259
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	18.3	18.3
Total	62.7	58.2	17.4	234	0.64	6.26	57.9	64.1	6.13	14.7	20.8	1,734	65,547	67,281	112	1.79	29.6	70,643

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	34,756	34,756	2.16	0.26	—	34,887

Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	7,982	7,982	0.50	0.06	—	8,012
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	—	3,804	3,804	0.24	0.03	—	3,818
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	17,721	17,721	1.10	0.13	—	17,788
Total	—	—	—	—	—	—	—	—	—	—	—	—	64,263	64,263	3.99	0.48	—	64,507
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	34,756	34,756	2.16	0.26	—	34,887
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	7,982	7,982	0.50	0.06	—	8,012
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	—	3,804	3,804	0.24	0.03	—	3,818
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	17,721	17,721	1.10	0.13	—	17,788
Total	—	—	—	—	—	—	—	—	—	—	—	—	64,263	64,263	3.99	0.48	—	64,507
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	5,754	5,754	0.36	0.04	—	5,776

Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	1,322	1,322	0.08	0.01	—	1,327
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	—	630	630	0.04	< 0.005	—	632
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	2,934	2,934	0.18	0.02	—	2,945
Total	—	—	—	—	—	—	—	—	—	—	—	—	10,640	10,640	0.66	0.08	—	10,680

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	3.00	1.50	25.6	10.9	0.16	2.07	—	2.07	2.07	—	2.07	—	32,494	32,494	2.88	0.06	—	32,584
Government (Civic Center)	0.23	0.12	2.09	1.76	0.01	0.16	—	0.16	0.16	—	0.16	—	2,496	2,496	0.22	< 0.005	—	2,503
General Heavy Industry	0.34	0.17	3.13	2.63	0.02	0.24	—	0.24	0.24	—	0.24	—	3,732	3,732	0.33	0.01	—	3,743
Regional Shopping Center	0.22	0.11	1.99	1.67	0.01	0.15	—	0.15	0.15	—	0.15	—	2,375	2,375	0.21	< 0.005	—	2,382
Total	3.79	1.89	32.8	17.0	0.21	2.62	—	2.62	2.62	—	2.62	—	41,098	41,098	3.64	0.08	—	41,212

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	3.00	1.50	25.6	10.9	0.16	2.07	—	2.07	2.07	—	2.07	—	32,494	32,494	2.88	0.06	—	32,584
Government (Civic Center)	0.23	0.12	2.09	1.76	0.01	0.16	—	0.16	0.16	—	0.16	—	2,496	2,496	0.22	< 0.005	—	2,503
General Heavy Industry	0.34	0.17	3.13	2.63	0.02	0.24	—	0.24	0.24	—	0.24	—	3,732	3,732	0.33	0.01	—	3,743
Regional Shopping Center	0.22	0.11	1.99	1.67	0.01	0.15	—	0.15	0.15	—	0.15	—	2,375	2,375	0.21	< 0.005	—	2,382
Total	3.79	1.89	32.8	17.0	0.21	2.62	—	2.62	2.62	—	2.62	—	41,098	41,098	3.64	0.08	—	41,212
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	0.55	0.27	4.67	1.99	0.03	0.38	—	0.38	0.38	—	0.38	—	5,380	5,380	0.48	0.01	—	5,395
Government (Civic Center)	0.04	0.02	0.38	0.32	< 0.005	0.03	—	0.03	0.03	—	0.03	—	413	413	0.04	< 0.005	—	414
General Heavy Industry	0.06	0.03	0.57	0.48	< 0.005	0.04	—	0.04	0.04	—	0.04	—	618	618	0.05	< 0.005	—	620
Regional Shopping Center	0.04	0.02	0.36	0.31	< 0.005	0.03	—	0.03	0.03	—	0.03	—	393	393	0.03	< 0.005	—	394
Total	0.69	0.35	5.99	3.09	0.04	0.48	—	0.48	0.48	—	0.48	—	6,804	6,804	0.60	0.01	—	6,823

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	1,801	1,624	129	3,162	8.07	444	—	444	436	—	436	58,243	111,287	169,530	174	2.11	—	174,500
Consumer Products	137	137	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	12.5	12.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	46.4	43.6	3.92	434	0.02	0.30	—	0.30	0.23	—	0.23	—	1,268	1,268	0.05	0.01	—	1,273
Total	1,997	1,817	133	3,596	8.09	444	—	444	436	—	436	58,243	112,555	170,798	174	2.12	—	175,773
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	1,801	1,624	129	3,162	8.07	444	—	444	436	—	436	58,243	111,287	169,530	174	2.11	—	174,500
Consumer Products	137	137	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	12.5	12.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1,950	1,774	129	3,162	8.07	444	—	444	436	—	436	58,243	111,287	169,530	174	2.11	—	174,500

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	22.5	20.3	1.61	39.5	0.10	5.55	—	5.55	5.45	—	5.45	660	1,262	1,922	1.97	0.02	—	1,979
Consumer Products	25.0	25.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.28	2.28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	5.80	5.45	0.49	54.2	< 0.005	0.04	—	0.04	0.03	—	0.03	—	144	144	0.01	< 0.005	—	144
Total	55.6	53.0	2.10	93.7	0.10	5.59	—	5.59	5.48	—	5.48	660	1,406	2,066	1.98	0.03	—	2,123

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	444	2,300	2,744	45.7	1.10	—	4,213
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	117	606	723	12.0	0.29	—	1,110
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	121	624	745	12.4	0.30	—	1,144

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	176	910	1,086	18.1	0.43	—	1,667
Total	—	—	—	—	—	—	—	—	—	—	—	857	4,439	5,297	88.2	2.12	—	8,134
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	444	2,300	2,744	45.7	1.10	—	4,213
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	117	606	723	12.0	0.29	—	1,110
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	121	624	745	12.4	0.30	—	1,144
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	176	910	1,086	18.1	0.43	—	1,667
Total	—	—	—	—	—	—	—	—	—	—	—	857	4,439	5,297	88.2	2.12	—	8,134
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	73.5	381	454	7.56	0.18	—	698
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	19.4	100	120	1.99	0.05	—	184
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	20.0	103	123	2.05	0.05	—	189

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	29.1	151	180	2.99	0.07	—	276
Total	—	—	—	—	—	—	—	—	—	—	—	142	735	877	14.6	0.35	—	1,347

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	3,800	0.00	3,800	380	0.00	—	13,295
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	944	0.00	944	94.4	0.00	—	3,303
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	182	0.00	182	18.2	0.00	—	636
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	701	0.00	701	70.0	0.00	—	2,451
Total	—	—	—	—	—	—	—	—	—	—	—	5,627	0.00	5,627	562	0.00	—	19,686
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments	—	—	—	—	—	—	—	—	—	—	—	3,800	0.00	3,800	380	0.00	—	13,295
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	944	0.00	944	94.4	0.00	—	3,303
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	182	0.00	182	18.2	0.00	—	636
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	701	0.00	701	70.0	0.00	—	2,451
Total	—	—	—	—	—	—	—	—	—	—	—	5,627	0.00	5,627	562	0.00	—	19,686
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	629	0.00	629	62.9	0.00	—	2,201
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	156	0.00	156	15.6	0.00	—	547
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	30.1	0.00	30.1	3.01	0.00	—	105
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	116	0.00	116	11.6	0.00	—	406
Total	—	—	—	—	—	—	—	—	—	—	—	932	0.00	932	93.1	0.00	—	3,259

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32.8	32.8
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.75	0.75
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	70.8	70.8
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.94	5.94
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	110	110
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32.8	32.8
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.75	0.75
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	70.8	70.8

Regional Shopping	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.94	5.94
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	110	110
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5.44	5.44
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.12	0.12
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11.7	11.7
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.98	0.98
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	18.3	18.3

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	0.00	0.00	0.00	0.00	449,962	449,462	449,462	164,183,987

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	311
Gas Fireplaces	5285
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	622
Conventional Wood Stoves	0
Catalytic Wood Stoves	311
Non-Catalytic Wood Stoves	311
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
9283604.4	3,094,535	2,726,097	908,699	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Low Rise	23,846,312	532	0.0330	0.0040	101,388,690
Government (Civic Center)	5,476,709	532	0.0330	0.0040	7,789,730
General Heavy Industry	2,609,972	532	0.0330	0.0040	11,645,467
Regional Shopping Center	12,158,753	532	0.0330	0.0040	7,411,777

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	231,768,488	0.00
Government (Civic Center)	61,054,081	0.00
General Heavy Industry	62,918,037	0.00
Regional Shopping Center	91,701,041	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	7,051	—
Government (Civic Center)	1,752	—
General Heavy Industry	337	—
Regional Shopping Center	1,300	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced

Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Government (Civic Center)	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Government (Civic Center)	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
General Heavy Industry	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

7. Health and Equity Details

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Land uses reflect the Plan Area with implementation of the Plan.

APPENDIX 3.3

Tribal Consultation

811 West 7th Street, Suite 200
Los Angeles, California 90017
www.impactsciences.com

Sent via email on April 24, 2024 to: Andrew.Green@nahc.ca.gov

NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Boulevard, Suite 100
West Sacramento, CA 95691
(916) 373-3710

Information Below is Required for a Sacred Lands File Search

Project: Heart of Norwalk Specific Plan

County: Los Angeles

USGS Quadrangle Name: Los Angeles, California

Township: 3 South **Range**: 11 West

Company/Firm/Agency: Impact Sciences, Inc.

Contact Person: Eleni Getachew

Street Address: 811 W. 7th Street, Suite 200

City: Los Angeles **Zip**: 90017

Phone: (805) 453-2862

Email: egetachew@impactsciences.com

PROJECT DESCRIPTION

The City of Norwalk (City) is preparing a proposed Specific Plan to guide the future growth and development of the City's central commercial areas. The purpose of the Heart of Norwalk Specific Plan is to revitalize the underutilized corridors within the center of the City and spur development of new commercial and residential uses, while balancing place making and open

spaces. Some of the key themes of the Specific Plan revolve around: making places, connecting with corridors, and supporting the social element. These environments would incorporate a variety of urban residential uses, places to walk and spend time, nightlife and spaces that can encourage and celebrate local culture, such as performing arts spaces.

We appreciate your assistance in responding to this query. Your response will help ensure that our analysis is accurate and complete. To ensure a timely completion of our analysis, please provide your response (via mail, or email) no later than May 24, 2024.

If you have any questions or require any additional information, please contact me at (805) 453-2862 or via email at egetachew@impactsciences.com.

Sincerely,

Eleni Getachew
Planner

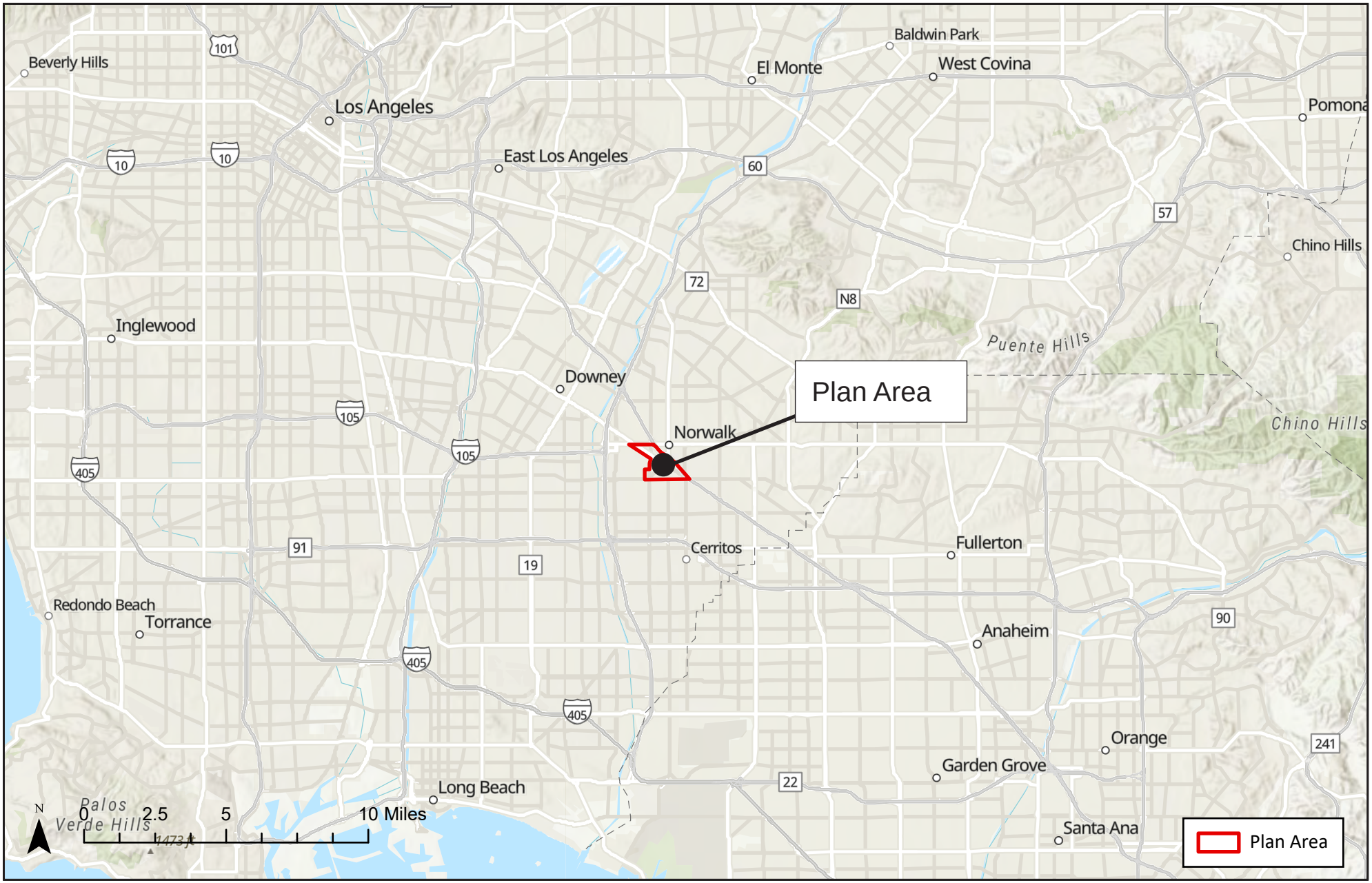
IMPACT SCIENCES

811 W. 7th Street, Suite 200
Los Angeles, CA 90017
egetachew@impactsciences.com

Attachments: Notice of Preparation

Figure 1 – Regional Location

Figure 2 – Plan Area



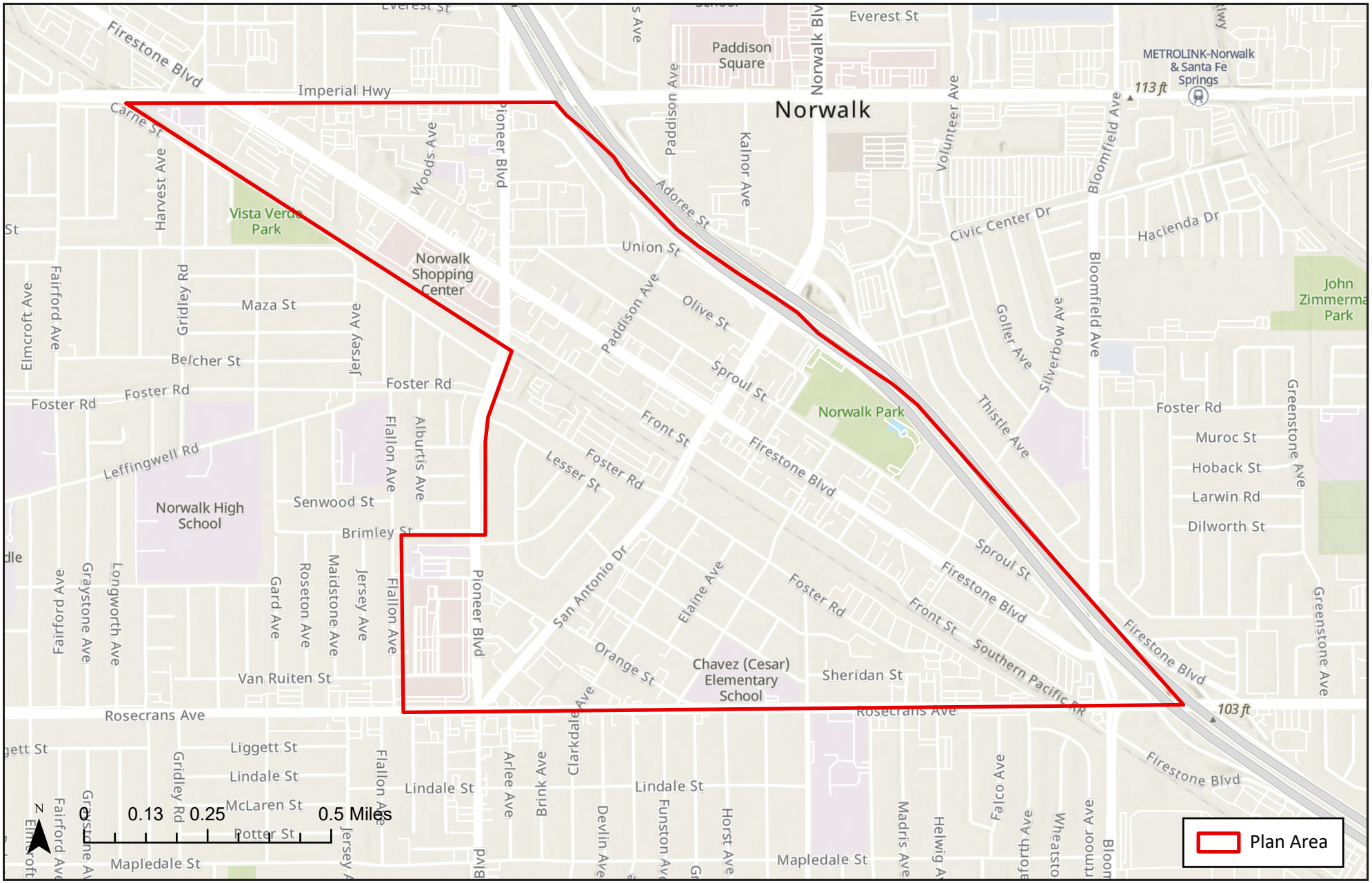
SOURCE: Esri 2023

FIGURE **1**

IMPACT SCIENCES

Regional Location

1335.007•12/23



SOURCE: Esri 2023

FIGURE **2**

IMPACT SCIENCES

Plan Area

1335.007•12/23

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Reginald Pagaling
Chumash

VICE-CHAIRPERSON
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

SECRETARY
Sara Dutschke
Miwok

PARLIAMENTARIAN
Wayne Nelson
Luiseño

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
Laurena Bolden
Serrano

COMMISSIONER
Reid Milanovich
Cahuilla

COMMISSIONER
Bennae Calac
Pauma-Yuima Band of Luiseño Indians

EXECUTIVE SECRETARY
Raymond C. Hitchcock
Miwok, Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

May 13, 2024

Eleni Getachew
Impact Sciences, Inc.

Via Email to: egetachew@impactsciences.com

Re: Heart of Norwalk Specific Plan Project, Los Angeles County

To Whom It May Concern:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

Attachment

APPENDIX 3.8

Noise & Vibration Technical Data

NOISE MONITORING FIELD REPORT

Project Name: Heart of Norwalk Specific Plan

Monitoring Location: Pine Street

Date: 11/29/23 Site Number: 1 (day)

Measured By: Annalie Sarrieddine

Measurement Start Time: 7:03 AM

Measurement End Time: 7:18 AM

Total Measurement Time: 15 min.

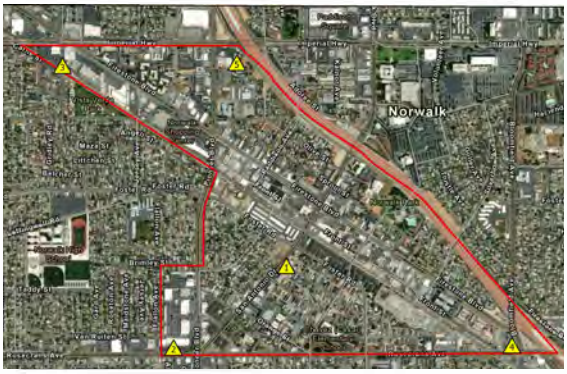
Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT. Data 286 s

Primary Noise Sources: Vehicle Traffic, Neighborhood Activity

Site Map



Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	48.8
L_{max}	64.8
L_{min}	40.6

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

_____

_____

_____

_____

_____

IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.286.s	Computer's File Name	LxT_0005667-20231129 070302-LxT_Data.286.ldbin
Meter	LxT1 0005667	Firmware	2.302
User		Location	
Job Description			
Note			

Start Time	2023-11-29 07:03:02	Duration	0:15:00.0		
End Time	2023-11-29 07:18:02	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2023-11-29 06:35:55	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	48.8 dB		
LAE	78.3 dB	SEA	--- dB
EA	7.6 µPa²h		
EA8	242.7 µPa²h		
EA40	1.2 mPa²h		
LA_{peak}	84.3 dB	2023-11-29 07:17:30	
LAS_{max}	64.8 dB	2023-11-29 07:04:12	
LAS_{min}	40.6 dB	2023-11-29 07:16:14	
LA_{eq}	48.8 dB		
LC_{eq}	60.9 dB	LC_{eq} - LA_{eq}	12.1 dB
LAI_{eq}	51.6 dB	LAI_{eq} - LA_{eq}	2.8 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApk > 135.0 dB	0	0:00:00.0
LApk > 137.0 dB	0	0:00:00.0
LApk > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	48.8 dB		60.9 dB		--- dB	
$Ls_{(max)}$	64.8 dB	2023-11-29 07:04:12	--- dB	None	--- dB	None
$LS_{(min)}$	40.6 dB	2023-11-29 07:16:14	--- dB	None	--- dB	None
$L_{Peak(max)}$	84.3 dB	2023-11-29 07:17:30	--- dB	None	--- dB	None

Overloads

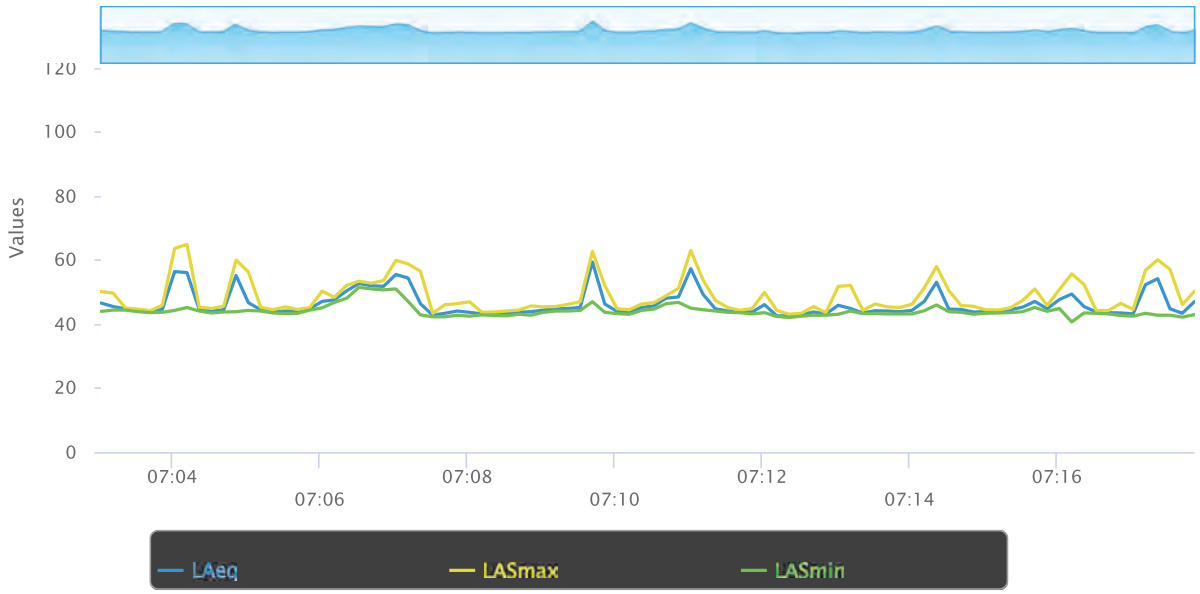
Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	51.3 dB
LAS 33.3	45.1 dB
LAS 66.7	43.8 dB
LAS 90.0	43.0 dB

Time History

140


120
100
80
60
40
20
0
Values
07:04
07:06
07:08
07:10
07:12
07:14
07:16
LAeq
LASmax
LASmin

NOISE MONITORING FIELD REPORT

Project Name: Heart of Norwalk Specific Plan

Monitoring Location: Pine Street

Date: 11/29/23 Site Number: 1 (Evening)

Measured By: Annalie Sarrieddine

Measurement Start Time: 8:18PM

Measurement End Time: 8:33PM

Total Measurement Time: 15 min.

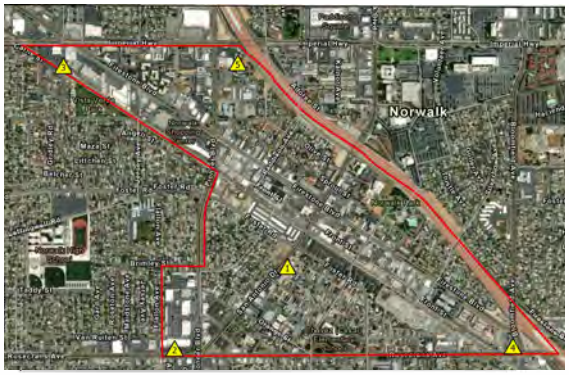
Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxTData 291s

Primary Noise Sources: Vehicle Traffic, Neighborhood Activity

Site Map



Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	51.1
L_{max}	67.0
L_{min}	34.5

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.291.s	Computer's File Name	LxT_0005667-20231129 201822-LxT_Data.291.ldbin
Meter	LxT1 0005667	Firmware	2.302
User		Location	
Job Description			
Note			

Start Time	2023-11-29 20:18:22	Duration	0:15:00.0		
End Time	2023-11-29 20:33:22	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2023-11-29 06:35:55	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	51.1 dB		
LAE	80.6 dB	SEA	--- dB
EA	12.9 µPa²h		
EA8	412.2 µPa²h		
EA40	2.1 mPa²h		
LA_{peak}	102.3 dB	2023-11-29 20:19:01	
LAS_{max}	67.0 dB	2023-11-29 20:32:05	
LAS_{min}	34.5 dB	2023-11-29 20:24:32	
LA_{eq}	51.1 dB		
LC_{eq}	59.0 dB	LC_{eq} - LA_{eq}	7.9 dB
LAI_{eq}	58.1 dB	LAI_{eq} - LA_{eq}	7.0 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApk > 135.0 dB	0	0:00:00.0
LApk > 137.0 dB	0	0:00:00.0
LApk > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	51.1 dB		59.0 dB		--- dB	
$Ls_{(max)}$	67.0 dB	2023-11-29 20:32:05	--- dB	None	--- dB	None
$LS_{(min)}$	34.5 dB	2023-11-29 20:24:32	--- dB	None	--- dB	None
$L_{Peak(max)}$	102.3 dB	2023-11-29 20:19:01	--- dB	None	--- dB	None

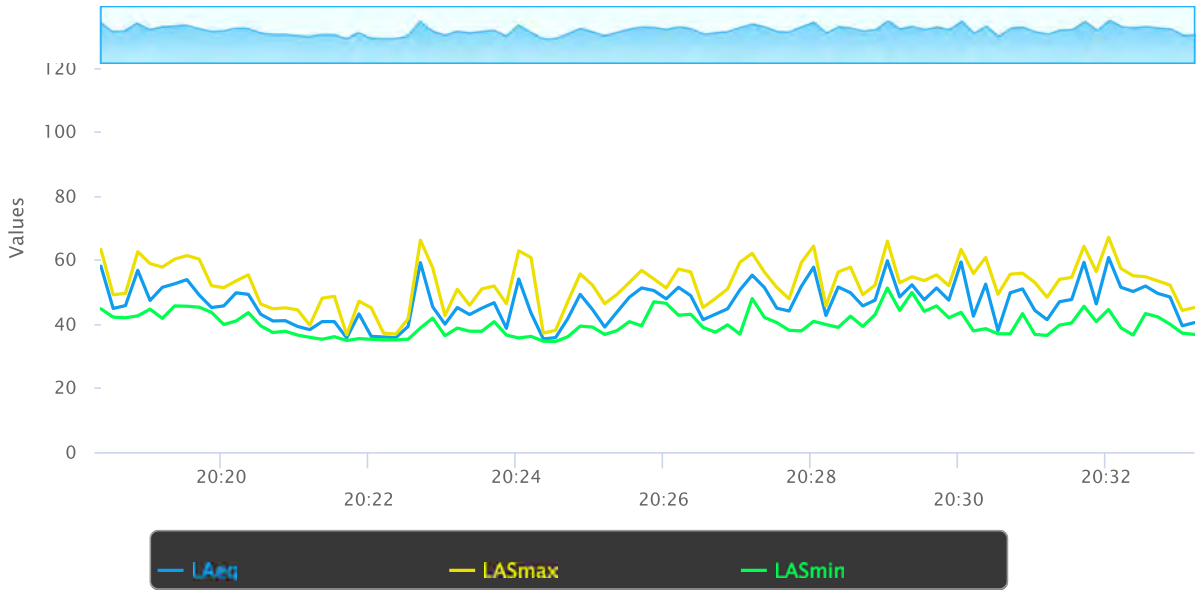
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	53.6 dB
LAS 33.3	47.6 dB
LAS 66.7	41.7 dB
LAS 90.0	37.0 dB

Time History


120
100
80
60
40
20
0
Values
20:20
20:22
20:24
20:26
20:28
20:30
20:32
LAeq
LASmax
LASmin

NOISE MONITORING FIELD REPORT

Project Name: Heart of Norwalk Specific Plan

Monitoring Location: Pine Street

Date: 11/29/23 Site Number: 1 (night)

Measured By: Annalie Sarrieddine

Measurement Start Time: 6:36 AM

Measurement End Time: 6:51 AM

Total Measurement Time: 15 min.

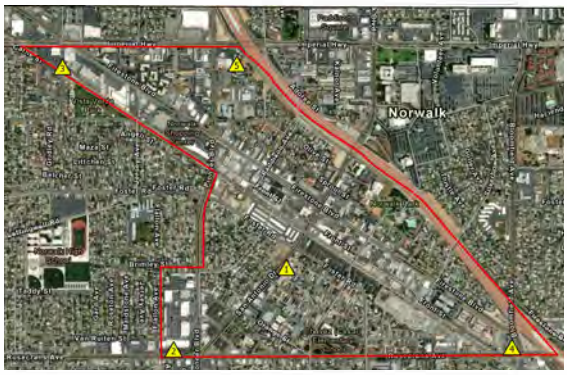
Noise Meter Model: Larson Davis Soundtrack LxT

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT Data 285

Primary Noise Sources: Vehicle Traffic, Neighborhood Activity

Site Map



Calibration: 94.0 (dBA)

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	49.7
L_{max}	68.7
L_{min}	44.6

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.285.s	Computer's File Name	LxT_0005667-20231129 063633-LxT_Data.285.ldbin
Meter	LxT1 0005667	Firmware	2.302
User		Location	
Job Description			
Note			

Start Time	2023-11-29 06:36:33	Duration	0:15:00.0		
End Time	2023-11-29 06:51:33	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2023-11-29 06:35:57	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	49.7 dB		
LAE	79.2 dB	SEA	--- dB
EA	9.3 µPa²h		
EA8	298.6 µPa²h		
EA40	1.5 mPa²h		
LA_{peak}	90.3 dB	2023-11-29 06:45:03	
LAS_{max}	68.7 dB	2023-11-29 06:39:57	
LAS_{min}	44.6 dB	2023-11-29 06:49:56	
LA_{eq}	49.7 dB		
LC_{eq}	60.0 dB	LC_{eq} - LA_{eq}	10.3 dB
LAI_{eq}	53.3 dB	LAI_{eq} - LA_{eq}	3.6 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApk > 135.0 dB	0	0:00:00.0
LApk > 137.0 dB	0	0:00:00.0
LApk > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	49.7 dB		60.0 dB		--- dB	
$Ls_{(max)}$	68.7 dB	2023-11-29 06:39:57	--- dB	None	--- dB	None
$LS_{(min)}$	44.6 dB	2023-11-29 06:49:56	--- dB	None	--- dB	None
$L_{Peak(max)}$	90.3 dB	2023-11-29 06:45:03	--- dB	None	--- dB	None

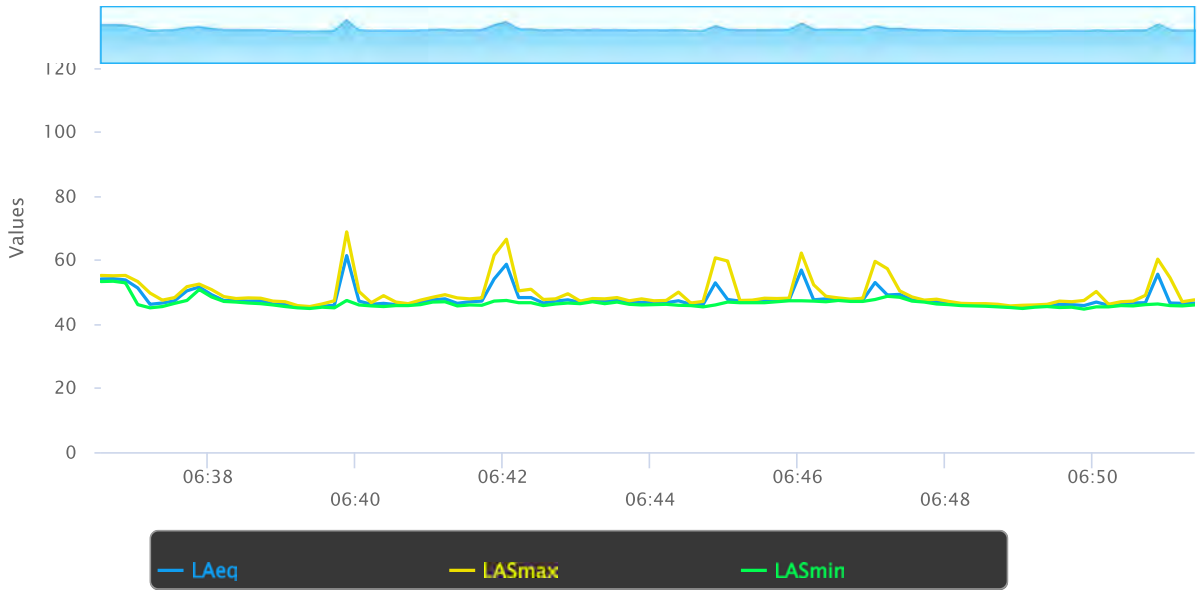
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	50.6 dB
LAS 33.3	47.4 dB
LAS 66.7	46.4 dB
LAS 90.0	45.6 dB

Time History


120
100
80
60
40
20
0
Values
06:38
06:40
06:42
06:44
06:46
06:48
06:50
LAeq
LASmax
LASmin

NOISE MONITORING FIELD REPORT

Project Name: Heart of Norwalk Specific Plan

Monitoring Location: Norwalk Town Square

Date: 11/29/24 Site Number: 2

Measured By: Annalie Sarrieddine

Measurement Start Time: 7:41 am

Measurement End Time: 7:56 am

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxL_Data_2875

Primary Noise Sources: Vehicle Traffic, Parking lot activity

Site Map



Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	53.6
L_{max}	69.2
L_{min}	45.0

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.287.s	Computer's File Name	LxT_0005667-20231129 074129-LxT_Data.287.ldbin
Meter	LxT1 0005667	Firmware	2.302
User		Location	
Job Description			
Note			

Start Time	2023-11-29 07:41:29	Duration	0:15:00.0		
End Time	2023-11-29 07:56:29	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2023-11-29 06:35:55	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	53.6 dB		
LAE	83.1 dB	SEA	--- dB
EA	22.9 µPa²h		
EA8	733.1 µPa²h		
EA40	3.7 mPa²h		
LA_{peak}	87.0 dB	2023-11-29 07:43:53	
LAS_{max}	69.2 dB	2023-11-29 07:51:53	
LAS_{min}	45.0 dB	2023-11-29 07:53:22	
LA_{eq}	53.6 dB		
LC_{eq}	68.1 dB	LC_{eq} - LA_{eq}	14.5 dB
LAI_{eq}	57.3 dB	LAI_{eq} - LA_{eq}	3.7 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApk > 135.0 dB	0	0:00:00.0
LApk > 137.0 dB	0	0:00:00.0
LApk > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	53.6 dB		68.1 dB		--- dB	
$Ls_{(max)}$	69.2 dB	2023-11-29 07:51:53	--- dB	None	--- dB	None
$LS_{(min)}$	45.0 dB	2023-11-29 07:53:22	--- dB	None	--- dB	None
$L_{Peak(max)}$	87.0 dB	2023-11-29 07:43:53	--- dB	None	--- dB	None

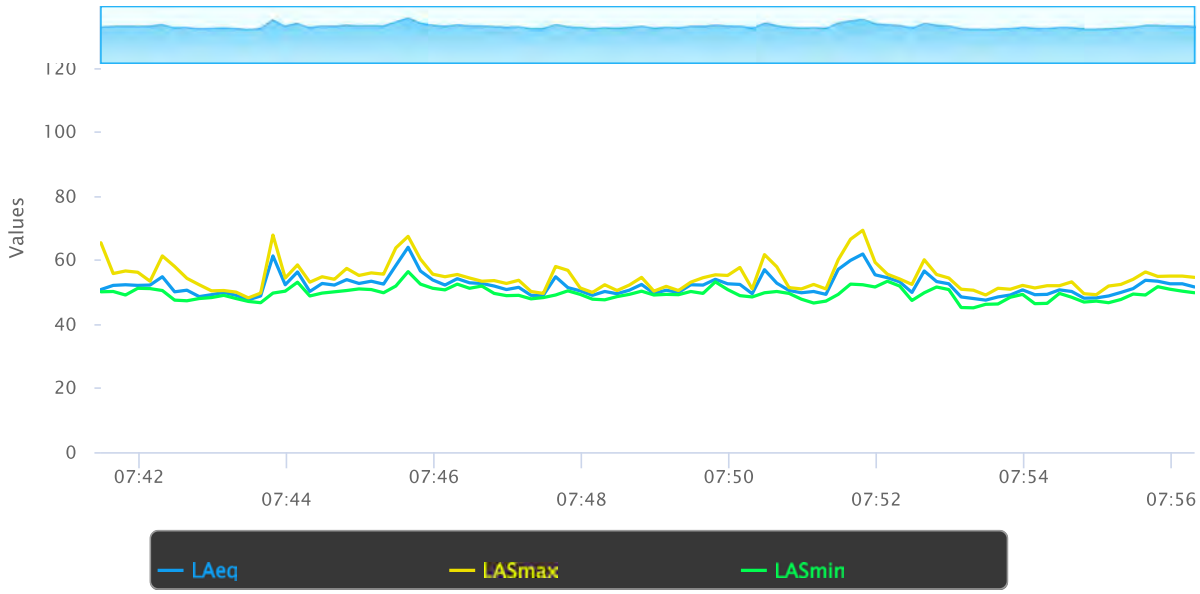
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

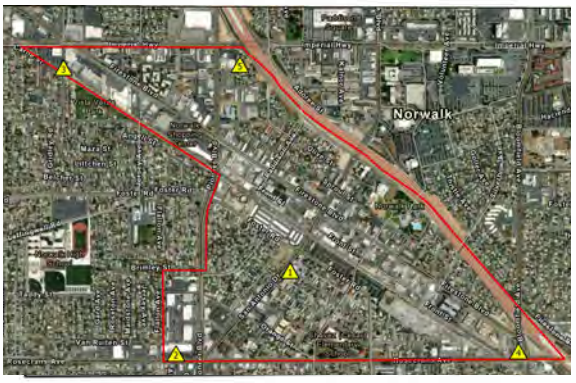
LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	55.1 dB
LAS 33.3	52.4 dB
LAS 66.7	49.9 dB
LAS 90.0	48.2 dB

Time History


120
100
80
60
40
20
0
Values
07:42
07:44
07:46
07:48
07:50
07:52
07:54
07:56
LAeq
LASmax
LASmin

NOISE MONITORING FIELD REPORT

Site Map



Project Name: Heart of Norwalk Specific Plan

Monitoring Location: Orr & Day Road

Date: 11/24/23 Site Number: 3

Measured By: Annalie Sarrieddine

Measurement Start Time: 8:05 AM

Measurement End Time: 8:20 AM

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data 288s

Primary Noise Sources: Vehicle Traffic, Parking Lot Activity

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	53.9
L_{max}	68.1
L_{min}	43.3

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.288.s	Computer's File Name	LxT_0005667-20231129 080501-LxT_Data.288.ldbin
Meter	LxT1 0005667	Firmware	2.302
User		Location	
Job Description			
Note			

Start Time	2023-11-29 08:05:01	Duration	0:15:00.0		
End Time	2023-11-29 08:20:01	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2023-11-29 06:35:55	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	53.9 dB		
LAE	83.4 dB	SEA	--- dB
EA	24.5 µPa²h		
EA8	785.5 µPa²h		
EA40	3.9 mPa²h		
LA_{peak}	89.0 dB	2023-11-29 08:19:24	
LAS_{max}	68.1 dB	2023-11-29 08:19:01	
LAS_{min}	43.3 dB	2023-11-29 08:12:09	
LA_{eq}	53.9 dB		
LC_{eq}	69.1 dB	LC_{eq} - LA_{eq}	15.2 dB
LAI_{eq}	56.5 dB	LAI_{eq} - LA_{eq}	2.6 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApk > 135.0 dB	0	0:00:00.0
LApk > 137.0 dB	0	0:00:00.0
LApk > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	53.9 dB		69.1 dB		--- dB	
$Ls_{(max)}$	68.1 dB	2023-11-29 08:19:01	--- dB	None	--- dB	None
$LS_{(min)}$	43.3 dB	2023-11-29 08:12:09	--- dB	None	--- dB	None
$L_{Peak(max)}$	89.0 dB	2023-11-29 08:19:24	--- dB	None	--- dB	None

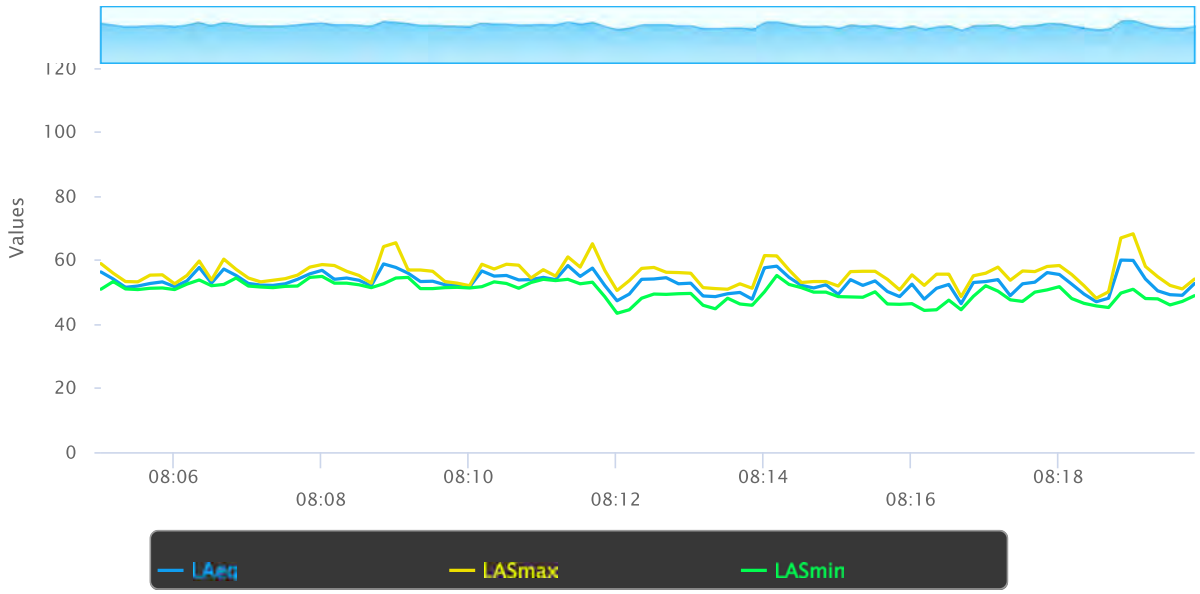
Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

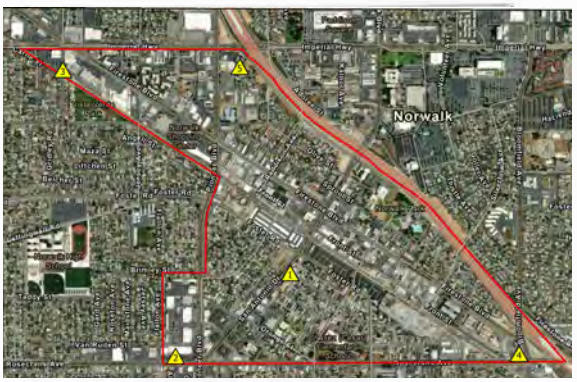
LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	56.3 dB
LAS 33.3	53.8 dB
LAS 66.7	51.5 dB
LAS 90.0	48.0 dB

Time History


120
100
80
60
40
20
0
Values
08:06
08:08
08:10
08:12
08:14
08:16
08:18
LAeq
LASmax
LASmin

NOISE MONITORING FIELD REPORT

Site Map



Project Name: Heart of Norwalk Specific Plan

Monitoring Location: Rosecrans Ave

Date: 11/29/23 Site Number: 4

Measured By: Annalie Sarrieddine

Measurement Start Time: 8:32 AM

Measurement End Time: 8:47 AM

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: Lxt_Data 289 s

Primary Noise Sources: Vehicle Traffic

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	58.5
L_{max}	71.0
L_{min}	47.2

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.289.s	Computer's File Name	LxT_0005667-20231129 083244-LxT_Data.289.ldbin
Meter	LxT1 0005667	Firmware	2.302
User		Location	
Job Description			
Note			

Start Time	2023-11-29 08:32:44	Duration	0:15:00.0		
End Time	2023-11-29 08:47:44	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2023-11-29 06:35:55	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	58.5 dB		
LAE	88.0 dB	SEA	--- dB
EA	70.8 µPa²h		
EA8	2.3 mPa²h		
EA40	11.3 mPa²h		
LA_{peak}	103.8 dB	2023-11-29 08:42:24	
LAS_{max}	71.0 dB	2023-11-29 08:34:03	
LAS_{min}	47.2 dB	2023-11-29 08:43:30	
LA_{eq}	58.5 dB		
LC_{eq}	68.8 dB	LC_{eq} - LA_{eq}	10.3 dB
LAI_{eq}	61.1 dB	LAI_{eq} - LA_{eq}	2.6 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApk > 135.0 dB	0	0:00:00.0
LApk > 137.0 dB	0	0:00:00.0
LApk > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	58.5 dB		68.8 dB		--- dB	
$Ls_{(max)}$	71.0 dB	2023-11-29 08:34:03	--- dB	None	--- dB	None
$LS_{(min)}$	47.2 dB	2023-11-29 08:43:30	--- dB	None	--- dB	None
$L_{Peak(max)}$	103.8 dB	2023-11-29 08:42:24	--- dB	None	--- dB	None

Overloads

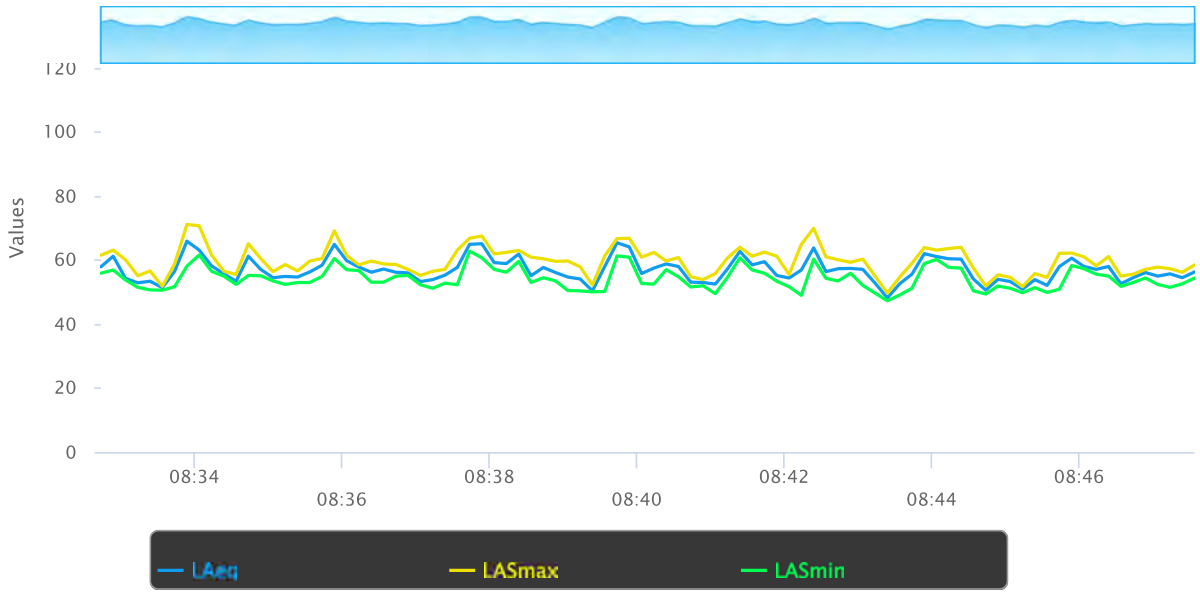
Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	62.0 dB
LAS 33.3	57.8 dB
LAS 66.7	54.3 dB
LAS 90.0	51.6 dB

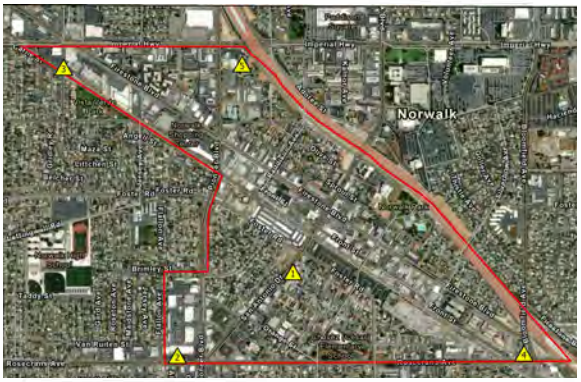
Time History

140


120
100
80
60
40
20
0
Values
08:34
08:36
08:38
08:40
08:42
08:44
08:46
LAeq
LASmax
LASmin

NOISE MONITORING FIELD REPORT

Site Map



Project Name: Heart of Norwalk Specific Plan

Monitoring Location: Lyndora Street

Date: [redacted] Site Number: 5

11/29/23

Measured By: Annalie Sarrieddine

Measurement Start Time: 9:02 am

Measurement End Time: 9:17 am

Total Measurement Time: 15 min.

Noise Meter Model: Larson Davis Soundtrack LxT

Calibration: 94.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW)

Session File Name: LxT_Data 290s

Primary Noise Sources: Vehicle Traffic, Neighborhood Activity

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	54.5
L_{max}	70.4
L_{min}	36.9

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

IMPACT SCIENCES

Measurement Report

Report Summary

Meter's File Name	LxT_Data.290.s	Computer's File Name	LxT_0005667-20231129 090215-LxT_Data.290.ldbin
Meter	LxT1 0005667	Firmware	2.302
User		Location	
Job Description			
Note			

Start Time	2023-11-29 09:02:15	Duration	0:15:00.0		
End Time	2023-11-29 09:17:15	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2023-11-29 06:35:55	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	54.5 dB		
LAE	84.0 dB	SEA	--- dB
EA	28.2 µPa²h		
EA8	901.9 µPa²h		
EA40	4.5 mPa²h		
LA_{peak}	94.7 dB	2023-11-29 09:02:30	
LAS_{max}	70.4 dB	2023-11-29 09:02:30	
LAS_{min}	36.9 dB	2023-11-29 09:14:32	
LA_{eq}	54.5 dB		
LC_{eq}	70.9 dB	LC_{eq} - LA_{eq}	16.4 dB
LAI_{eq}	61.4 dB	LAI_{eq} - LA_{eq}	6.9 dB

Exceedances

	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApk > 135.0 dB	0	0:00:00.0
LApk > 137.0 dB	0	0:00:00.0
LApk > 140.0 dB	0	0:00:00.0

Community Noise

LDN	LDay	LNight
--- dB	--- dB	0.0 dB

LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

Any Data

	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	54.5 dB		70.9 dB		--- dB	
$Ls_{(max)}$	70.4 dB	2023-11-29 09:02:30	--- dB	None	--- dB	None
$LS_{(min)}$	36.9 dB	2023-11-29 09:14:32	--- dB	None	--- dB	None
$L_{Peak(max)}$	94.7 dB	2023-11-29 09:02:30	--- dB	None	--- dB	None

Overloads

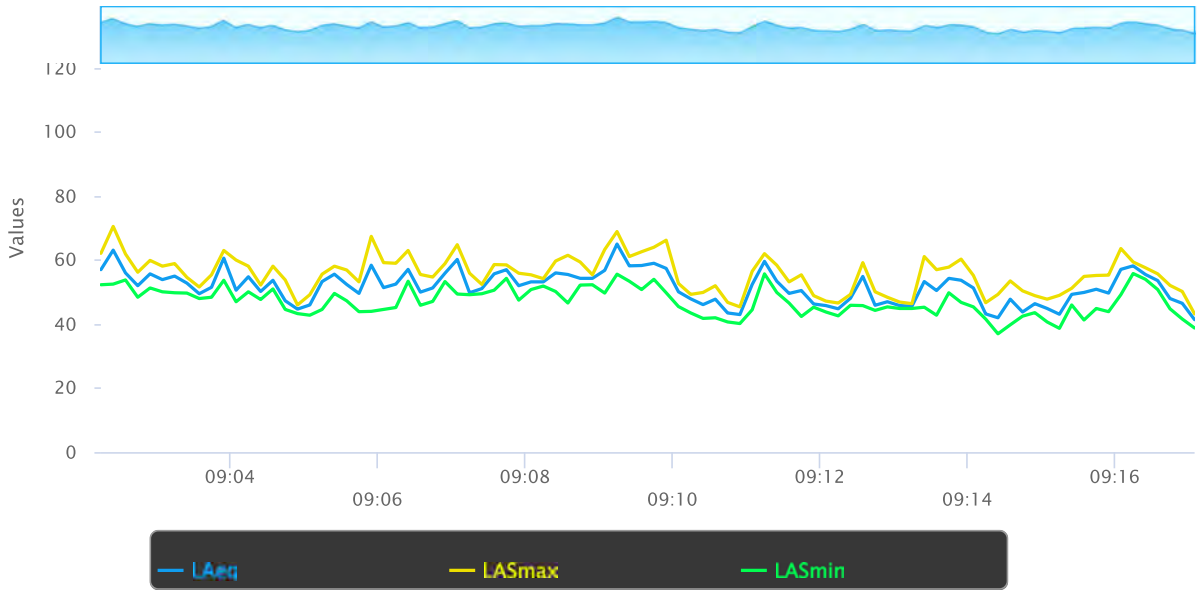
Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

Statistics

LAS 0.0	--- dB
LAS 0.0	--- dB
LAS 10.0	57.8 dB
LAS 33.3	53.4 dB
LAS 66.7	47.8 dB
LAS 90.0	43.8 dB

Time History

140


120
100
80
60
40
20
0
Values
09:04
09:06
09:08
09:10
09:12
09:14
09:16
LAeq
LASmax
LASmin

Estimated Project Site Vicinity CNEL (Location 1)		
Hour of Day	**dBA Leq**	**With CNEL Penalty**
12:00 AM	49.7	59.7
1:00 AM	49.7	59.7
2:00 AM	49.7	59.7
3:00 AM	49.7	59.7
4:00 AM	49.7	59.7
5:00 AM	49.7	59.7
6:00 AM	49.7	59.7
7:00 AM	48.8	48.8
8:00 AM	48.8	48.8
9:00 AM	48.8	48.8
10:00 AM	48.8	48.8
11:00 AM	48.8	48.8
12:00 PM	48.8	48.8
1:00 PM	48.8	48.8
2:00 PM	48.8	48.8
3:00 PM	48.8	48.8
4:00 PM	48.8	48.8
5:00 PM	48.8	48.8
6:00 PM	48.8	48.8
7:00 PM	51.1	56.1
8:00 PM	51.1	56.1
9:00 PM	51.1	56.1
10:00 PM	49.7	59.7
11:00 PM	49.7	59.7
	Calculated CNEL:	**56.4**

Daytime Hours:	7:00 AM - 7:00 PM
Evening Hours:	7:00 PM - 10:00 PM
Nighttime Hours:	10:00 PM - 7:00 AM

Note: Calculation based on representative Leq measurements collected for daytime, evening and nighttime periods at Location 1. See noise monitoring data.

Report date: 8/8/2024
Case Description: Heart of Norwalk Specific Plan EIR (Demolition)

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Reference at 50 feet	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	50	0
Excavator	No	40		80.7	50	0
Excavator	No	40		80.7	50	0
Excavator	No	40		80.7	50	0
Dozer	No	40		81.7	50	0
Dozer	No	40		81.7	50	0

Results

	Calculated (dBA)	
Equipment	*Lmax	Leq
Concrete Saw	89.6	82.6
Excavator	80.7	76.7
Excavator	80.7	76.7
Excavator	80.7	76.7
Dozer	81.7	77.7
Dozer	81.7	77.7
Total	89.6	86.4

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Reference at 100 feet	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	100	0

Excavator	No	40	80.7	100	0
Excavator	No	40	80.7	100	0
Excavator	No	40	80.7	100	0
Dozer	No	40	81.7	100	0
Dozer	No	40	81.7	100	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Saw	83.6	76.6
Excavator	74.7	70.7
Excavator	74.7	70.7
Excavator	74.7	70.7
Dozer	75.6	71.7
Dozer	75.6	71.7
Total	83.6	80.4

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Reference at 500 feet	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Saw	No	20		89.6	500	0
Excavator	No	40		80.7	500	0
Excavator	No	40		80.7	500	0
Excavator	No	40		80.7	500	0
Dozer	No	40		81.7	500	0
Dozer	No	40		81.7	500	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Concrete Saw	69.6	62.6
Excavator	60.7	56.7
Excavator	60.7	56.7
Excavator	60.7	56.7
Dozer	61.7	57.7

Dozer		61.7	57.7
	Total	69.6	66.4

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 8/8/2024
Case Description: Heart of Norwalk Specific Plan EIR (Grading)

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Reference at 50 feet	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Backhoe	No	40		77.6	50	0
Backhoe	No	40		77.6	50	0
Scraper	No	40		83.6	50	0
Scraper	No	40		83.6	50	0
Dozer	No	40		81.7	50	0
Grader	No	40	85		50	0
Excavator	No	40		80.7	50	0
Excavator	No	40		80.7	50	0

Results

	Calculated (dBA)	
Equipment	*Lmax	Leq
Backhoe	77.6	73.6
Backhoe	77.6	73.6
Scraper	83.6	79.6
Scraper	83.6	79.6
Dozer	81.7	77.7
Grader	85	81
Excavator	80.7	76.7
Excavator	80.7	76.7
Total	85	87.1

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Reference at 100 feet	Residential	60	60	60

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Backhoe	No	40		77.6	100	0
Backhoe	No	40		77.6	100	0
Scraper	No	40		83.6	100	0
Scraper	No	40		83.6	100	0
Dozer	No	40		81.7	100	0
Grader	No	40	85		100	0
Excavator	No	40		80.7	100	0
Excavator	No	40		80.7	100	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Backhoe	71.5	67.6
Backhoe	71.5	67.6
Scraper	77.6	73.6
Scraper	77.6	73.6
Dozer	75.6	71.7
Grader	79	75
Excavator	74.7	70.7
Excavator	74.7	70.7
Total	79	81

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Reference at 500 feet	Residential	60	60	60

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Backhoe	No	40		77.6	500	0
Backhoe	No	40		77.6	500	0
Scraper	No	40		83.6	500	0
Scraper	No	40		83.6	500	0
Dozer	No	40		81.7	500	0
Grader	No	40	85		500	0
Excavator	No	40		80.7	500	0
Excavator	No	40		80.7	500	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Backhoe	57.6	53.6
Backhoe	57.6	53.6
Scraper	63.6	59.6
Scraper	63.6	59.6
Dozer	61.7	57.7
Grader	65	61
Excavator	60.7	56.7
Excavator	60.7	56.7
Total	65	67.1

*Calculated Lmax is the Loudest value.

Report date: 8/8/2024
Case Description: Heart of Norwalk Specific Plan EIR (Site Preparation)

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Reference at 50 feet	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Backhoe	No	40		77.6	50	0
Backhoe	No	40		77.6	50	0
Backhoe	No	40		77.6	50	0
Backhoe	No	40		77.6	50	0
Dozer	No	40		81.7	50	0
Dozer	No	40		81.7	50	0
Dozer	No	40		81.7	50	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Backhoe		77.6	73.6
Backhoe		77.6	73.6
Backhoe		77.6	73.6
Backhoe		77.6	73.6
Dozer		81.7	77.7
Dozer		81.7	77.7
Dozer		81.7	77.7
	Total	81.7	84.3

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Reference at 100 feet	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)

Backhoe		No	40	77.6	100	0
Backhoe		No	40	77.6	100	0
Backhoe		No	40	77.6	100	0
Backhoe		No	40	77.6	100	0
Dozer		No	40	81.7	100	0
Dozer		No	40	81.7	100	0
Dozer		No	40	81.7	100	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Backhoe		71.5	67.6
Backhoe		71.5	67.6
Backhoe		71.5	67.6
Backhoe		71.5	67.6
Dozer		75.6	71.7
Dozer		75.6	71.7
Dozer		75.6	71.7
	Total	75.6	78.3

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Reference at 500 feet	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Backhoe	No	40		77.6	500	0
Backhoe	No	40		77.6	500	0
Backhoe	No	40		77.6	500	0
Backhoe	No	40		77.6	500	0
Dozer	No	40		81.7	500	0
Dozer	No	40		81.7	500	0
Dozer	No	40		81.7	500	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Backhoe	57.6	53.6
Backhoe	57.6	53.6

Backhoe		57.6	53.6
Backhoe		57.6	53.6
Dozer		61.7	57.7
Dozer		61.7	57.7
Dozer		61.7	57.7
	Total	61.7	64.3

*Calculated Lmax is the Loudest value.

Report date: 8/8/2024
Case Description: Heart of Norwalk Specific Plan EIR (Building Construction)

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Reference at 50 feet	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Backhoe	No	40		77.6	50	0
Backhoe	No	40		77.6	50	0
Backhoe	No	40		77.6	50	0
Crane	No	16		80.6	50	0
Generator	No	50		80.6	50	0
Welder / Torch	No	40		74	50	0
All Other Equipment > 5 HP	No	50	85		50	0

Results

	Calculated (dBA)	
Equipment	*Lmax	Leq
Backhoe	77.6	73.6
Backhoe	77.6	73.6
Backhoe	77.6	73.6
Crane	80.6	72.6
Generator	80.6	77.6
Welder / Torch	74	70
All Other Equipment > 5 HP	85	82
Total	85	84.9

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Reference at 100 feet	Residential	60	60	60

Description	Impact	Equipment Spec Lmax	Actual Lmax	Receptor Distance	Estimated Shielding

Description	Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Backhoe	No	40		77.6	100	0
Backhoe	No	40		77.6	100	0
Backhoe	No	40		77.6	100	0
Crane	No	16		80.6	100	0
Generator	No	50		80.6	100	0
Welder / Torch	No	40		74	100	0
All Other Equipment > 5 HP	No	50	85		100	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Backhoe	71.5	67.6
Backhoe	71.5	67.6
Backhoe	71.5	67.6
Crane	74.5	66.6
Generator	74.6	71.6
Welder / Torch	68	64
All Other Equipment > 5 HP	79	76
Total	79	78.9

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Reference at 500 feet	Residential	60	60	60

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Backhoe	No	40		77.6	500	0
Backhoe	No	40		77.6	500	0
Backhoe	No	40		77.6	500	0
Crane	No	16		80.6	500	0
Generator	No	50		80.6	500	0
Welder / Torch	No	40		74	500	0
All Other Equipment > 5 HP	No	50	85		500	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq

Backhoe		57.6	53.6
Backhoe		57.6	53.6
Backhoe		57.6	53.6
Crane		60.6	52.6
Generator		60.6	57.6
Welder / Torch		54	50
All Other Equipment > 5 HP		65	62
	Total	65	64.9

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 8/8/2024
Case Description: Heart of Norwalk Specific Plan EIR (Paving)

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Reference at 50 feet	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	50	0
Paver	No	50		77.2	50	0
Roller	No	20		80	50	0
Roller	No	20		80	50	0
All Other Equipment > 5 HP	No	50	85		50	0
All Other Equipment > 5 HP	No	50	85		50	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Paver		77.2	74.2
Paver		77.2	74.2
Roller		80	73
Roller		80	73
All Other Equipment > 5 HP		85	82
All Other Equipment > 5 HP		85	82
	Total	85	86.1

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Reference at 100 feet	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	100	0

Paver	No	50		77.2	100	0
Roller	No	20		80	100	0
Roller	No	20		80	100	0
All Other Equipment > 5 HP	No	50	85		100	0
All Other Equipment > 5 HP	No	50	85		100	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Paver	71.2	68.2
Paver	71.2	68.2
Roller	74	67
Roller	74	67
All Other Equipment > 5 HP	79	76
All Other Equipment > 5 HP	79	76
Total	79	80.1

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Reference at 500 feet	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	500	0
Paver	No	50		77.2	500	0
Roller	No	20		80	500	0
Roller	No	20		80	500	0
All Other Equipment > 5 HP	No	50	85		500	0
All Other Equipment > 5 HP	No	50	85		500	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Paver	57.2	54.2
Paver	57.2	54.2
Roller	60	53
Roller	60	53
All Other Equipment > 5 HP	65	62

All Other Equipment > 5 HP		65	62
	Total	65	66.1

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 8/8/2024
Case Description: Heart of Norwalk Specific Plan EIR (Architectural Coating)

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Reference at 50 feet	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	50	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Compressor (air)	77.7	73.7
Total	77.7	73.7

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Reference at 100 feet	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	100	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Compressor (air)	71.6	67.7
Total	71.6	67.7

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Reference at 500 feet	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	500	0

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Compressor (air)	57.7	53.7
Total	57.7	53.7

*Calculated Lmax is the Loudest value.

TRAFFIC NOISE LEVELS

Project Name: Heart of Norwalk Specific Plan EIR

Background Information

Model Description:	FHWA Highway Noise Prediction Model with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	Existing, Future Without Project, Future With Project
Source of Traffic Volumes:	Traffic Impact Analysis, Iteris 2023.
Community Noise Descriptor:	X

Assumed 24-Hour Traffic Distribution:	(Ldn) Day	Evening	(CNEL) Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition Roadway Name Roadway Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor[1]	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	Vehicle Mix Heavy Trucks	24-Hour dB(A) CNEL
Existing Traffic Noise										
Firestone Blvd										
Between Imperial Hwy & Pioneer Blvd	5	20	18,735	35	50	0	0	1.8%	0.7%	68.8
Between Pioneer Blvd & San Antonio Dr	5	20	15,976	35	50	0	0	1.8%	0.7%	68.1
Between San Antonio Dr & East City Limit	5	20	10,501	35	50	0	0	1.8%	0.7%	66.3
Front St										
West of San Antonio Dr	2	0	809	30	50	0	0	1.8%	0.7%	52.5
East of San Antonio Dr	2	0	1,112	40	50	0	0	1.8%	0.7%	56.7
Foster Rd										
West of San Antonio Dr	4	10	8,089	40	50	0	0	1.8%	0.7%	65.8
East of San Antonio Dr	4	10	6,997	40	50	0	0	1.8%	0.7%	65.1
Rosecrans Ave										
West of Pioneer Blvd	6	10	31,078	40	50	0	0	1.8%	0.7%	72.6
East of Pioneer Blvd	6	10	16,672	40	50	0	0	1.8%	0.7%	69.9
Woods Ave										
North of Firestone Blvd	2	10	2,300	35	50	0	0	1.8%	0.7%	58.5
Pioneer Blvd										
North of Firestone Blvd	4	10	17,350	40	50	0	0	1.8%	0.7%	69.1
South of Firestone Blvd	4	10	19,280	40	50	0	0	1.8%	0.7%	69.5
North of Rosecrans Ave	4	10	14,141	40	50	0	0	1.8%	0.7%	68.2
South of Rosecrans Ave	4	10	16,305	40	50	0	0	1.8%	0.7%	68.8
San Antonio Dr										
North of I-5 SB ramps	4	10	26,918	40	50	0	0	1.8%	0.7%	71.0
Between I-5 SB ramps & Firestone Blvd	4	10	22,644	40	50	0	0	1.8%	0.7%	70.2
Between Firestone Blvd & Front St	4	10	20,700	40	50	0	0	1.8%	0.7%	69.9
Between Front St & Foster Dr	4	10	20,100	40	50	0	0	1.8%	0.7%	69.7
South of Foster Dr	4	10	12,132	40	50	0	0	1.8%	0.7%	67.5
North of Pioneer/Rosecrans	4	10	12,132	40	50	0	0	1.8%	0.7%	67.5
Funston Ave										
North of Firestone Blvd	2	0	700	40	50	0	0	1.8%	0.7%	54.7
South of Firestone Blvd	2	0	2,100	40	50	0	0	1.8%	0.7%	59.4
Existing Plus Project										
Firestone Blvd										
Between Imperial Hwy & Pioneer Blvd	5	20	22,660	35	50	0	0	1.8%	0.7%	69.6
Between Pioneer Blvd & San Antonio Dr	5	20	18,100	35	50	0	0	1.8%	0.7%	68.7
Between San Antonio Dr & East City Limit	5	20	11,780	35	50	0	0	1.8%	0.7%	66.8
Front St										
West of San Antonio Dr	2	0	810	30	50	0	0	1.8%	0.7%	52.6
East of San Antonio Dr	2	0	1,480	40	50	0	0	1.8%	0.7%	57.9
Foster Rd										
West of San Antonio Dr	4	10	8,090	40	50	0	0	1.8%	0.7%	65.8
East of San Antonio Dr	4	10	7,000	40	50	0	0	1.8%	0.7%	65.1
Rosecrans Ave										
West of Pioneer Blvd	6	10	32,420	40	50	0	0	1.8%	0.7%	72.8
East of Pioneer Blvd	6	10	17,420	40	50	0	0	1.8%	0.7%	70.1

Woods Ave										
North of Firestone Blvd	2	10	3,220	35	50	0	0	1.8%	0.7%	59.9
Pioneer Blvd										
North of Firestone Blvd	4	10	18,300	40	50	0	0	1.8%	0.7%	69.3
South of Firestone Blvd	4	10	21,120	40	50	0	0	1.8%	0.7%	69.9
North of Rosecrans Ave	4	10	16,300	40	50	0	0	1.8%	0.7%	68.8
South of Rosecrans Ave	4	10	17,460	40	50	0	0	1.8%	0.7%	69.1
San Antonio Dr										
North of I-5 SB ramps	4	10	27,820	40	50	0	0	1.8%	0.7%	71.1
Between I-5 SB ramps & Firestone Blvd	4	10	24,090	40	50	0	0	1.8%	0.7%	70.5
Between Firestone Blvd & Front St	4	10	21,350	40	50	0	0	1.8%	0.7%	70.0
Between Front St & Foster Dr	4	10	20,750	40	50	0	0	1.8%	0.7%	69.9
South of Foster Dr	1	0	12,780	40	50	0	0	1.8%	0.7%	67.2
North of Pioneer/Rosecrans	4	10	12,570	40	50	0	0	1.8%	0.7%	67.7
Funston Ave										
North of Firestone Blvd	2	0	700	40	50	0	0	1.8%	0.7%	54.7
South of Firestone Blvd	2	0	3,320	40	50	0	0	1.8%	0.7%	61.4
Future No Project										
Firestone Blvd										
Between Imperial Hwy & Pioneer Blvd	5	20	19,200	35	50	0	0	1.8%	0.7%	68.9
Between Pioneer Blvd & San Antonio Dr	5	20	16,300	35	50	0	0	1.8%	0.7%	68.2
Between San Antonio Dr & East City Limit	5	20	10,800	35	50	0	0	1.8%	0.7%	66.4
Front St										
West of San Antonio Dr	2	0	900	30	50	0	0	1.8%	0.7%	53.0
East of San Antonio Dr	2	0	1,200	40	50	0	0	1.8%	0.7%	57.0
Foster Rd										
West of San Antonio Dr	4	10	8,300	40	50	0	0	1.8%	0.7%	65.9
East of San Antonio Dr	4	10	7,200	40	50	0	0	1.8%	0.7%	65.3
Rosecrans Ave										
West of Pioneer Blvd	6	10	31,700	40	50	0	0	1.8%	0.7%	72.7
East of Pioneer Blvd	6	10	17,100	40	50	0	0	1.8%	0.7%	70.0
Woods Ave										
North of Firestone Blvd	2	10	2,400	35	50	0	0	1.8%	0.7%	58.6
Pioneer Blvd										
North of Firestone Blvd	4	10	17,700	40	50	0	0	1.8%	0.7%	69.2
South of Firestone Blvd	4	10	19,700	40	50	0	0	1.8%	0.7%	69.6
North of Rosecrans Ave	4	10	14,500	40	50	0	0	1.8%	0.7%	68.3
South of Rosecrans Ave	4	10	16,700	40	50	0	0	1.8%	0.7%	68.9
San Antonio Dr										
North of I-5 SB ramps	4	10	27,500	40	50	0	0	1.8%	0.7%	71.1
Between I-5 SB ramps & Firestone Blvd	4	10	23,100	40	50	0	0	1.8%	0.7%	70.3
Between Firestone Blvd & Front St	4	10	21,200	40	50	0	0	1.8%	0.7%	70.0
Between Front St & Foster Dr	4	10	20,660	40	50	0	0	1.8%	0.7%	69.8
South of Foster Dr	4	10	12,400	40	50	0	0	1.8%	0.7%	67.6
North of Pioneer/Rosecrans	4	10	12,400	40	50	0	0	1.8%	0.7%	67.6
Funston Ave										
North of Firestone Blvd	2	0	800	40	50	0	0	1.8%	0.7%	55.2
South of Firestone Blvd	2	0	2,200	40	50	0	0	1.8%	0.7%	59.6
Future With Project										
Firestone Blvd										
Between Imperial Hwy & Pioneer Blvd	5	20	23,130	35	50	0	0	1.8%	0.7%	69.7
Between Pioneer Blvd & San Antonio Dr	5	20	18,430	35	50	0	0	1.8%	0.7%	68.7
Between San Antonio Dr & East City Limit	5	20	12,080	35	50	0	0	1.8%	0.7%	66.9
Front St										
West of San Antonio Dr	2	0	900	30	50	0	0	1.8%	0.7%	53.0
East of San Antonio Dr	2	0	1,570	40	50	0	0	1.8%	0.7%	58.2
Foster Rd										
West of San Antonio Dr	4	10	8,300	40	50	0	0	1.8%	0.7%	65.9
East of San Antonio Dr	4	10	7,200	40	50	0	0	1.8%	0.7%	65.3
Rosecrans Ave										
West of Pioneer Blvd	6	10	33,040	40	50	0	0	1.8%	0.7%	72.8
East of Pioneer Blvd	6	10	17,840	40	50	0	0	1.8%	0.7%	70.2
Woods Ave										
North of Firestone Blvd	2	10	3,320	35	50	0	0	1.8%	0.7%	60.1

Pioneer Blvd										
North of Firestone Blvd	4	10	18,650	40	50	0	0	1.8%	0.7%	69.4
South of Firestone Blvd	4	10	21,540	40	50	0	0	1.8%	0.7%	70.0
North of Rosecrans Ave	4	10	16,660	40	50	0	0	1.8%	0.7%	68.9
South of Rosecrans Ave	4	10	17,850	40	50	0	0	1.8%	0.7%	69.2
San Antonio Dr										
North of I-5 SB ramps	4	10	28,400	40	50	0	0	1.8%	0.7%	71.2
Between I-5 SB ramps & Firestone Blvd	4	10	24,550	40	50	0	0	1.8%	0.7%	70.6
Between Firestone Blvd & Front St	4	10	21,850	40	50	0	0	1.8%	0.7%	70.1
Between Front St & Foster Dr	4	10	21,850	40	50	0	0	1.8%	0.7%	70.1
South of Foster Dr	1	0	13,050	40	50	0	0	1.8%	0.7%	67.3
North of Pioneer/Rosecrans	4	10	12,830	40	50	0	0	1.8%	0.7%	67.8
Funston Ave										
North of Firestone Blvd	2	0	800	40	50	0	0	1.8%	0.7%	55.2
South of Firestone Blvd	2	0	3,420	40	50	0	0	1.8%	0.7%	61.6

[1] Distance in feet from the roadway centerline to nearest receptor location.

APPENDIX 3.11

Traffic Impact Analysis Report

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213.488.0345
iteris.com

801 South Grand Avenue, Suite 750
Los Angeles, CA 90017

TECHNICAL MEMORANDUM

To: City of Norwalk	**From:** Iteris, Inc.
Date: July 26, 2024	
RE: Heart of Norwalk Specific Plan –CEQA Transportation Impact Analysis	

INTRODUCTION

This memorandum describes the California Environmental Quality Act (CEQA) transportation impact analysis for the Heart of Norwalk Specific Plan project. The evaluation is consistent with CEQA Guidelines effective December 28, 2018. The Specific Plan's impacts are evaluated per Appendix G Environmental Checklist Form of the current CEQA guidelines, which assesses projects by the four criteria listed below:

T-1 *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

T-2 *Would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

T-3 *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)?*

T-4 *Would the project result in inadequate emergency access?*

PROJECT SETTING

The Heart of Norwalk Specific Plan (Specific Plan) is a regulatory plan that implements the goals and objectives of the City's General Plan. The study area is approximately 615 acres and is located immediately southwest of the I-5 freeway. The major corridors that traverse the area include Firestone Boulevard and San Antonio Drive. These corridors are predominantly underutilized; and consist of a few markets, stores, restaurants and entertainment venues that cater to local residents within the Plan Area and the City.

ANALYSIS METHODOLOGY

For impact criteria T-1, T-3, and T-4, a qualitative assessment was prepared to determine if any potential significant impacts would occur as a result of the Project.

For impact criteria T-2, a technical analysis was performed using the Southern California Association of Governments (SCAG), a computerized travel demand model. Iteris utilized the SCAG model to generate the VMT statistics. The model consists of a 2021 base year scenario and 2040 future year scenario. The model consists of a 2021 base year scenario and 2040 future year scenario. The Specific Plan area

encompasses 5 traffic analysis zones (TAZ's) within the SCAG model (either fully or partially).

For the impact criteria T-2 analysis, all VMT for trips beginning or ending in a particular geography were accounted for, consistent with the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA. While other methodologies measure only the amount of VMT traveling on streets within a particular geography, or only half the distance of trips from outside of the City (as in SB 375 Regional Plan Climate Target analysis), the Specific Plan analyzes the full extent of vehicle travel from the Project.

In order to determine the Specific Plan project's potential level of impact, a new scenario was prepared, incorporating the land use projections of the Specific Plan. For land use plans which include both residential and employment uses, the appropriate analysis metric is VMT per service population, where service population is defined as the number of residents plus the number of jobs. The land use plan includes additional residential and a reduction in non-residential land use, allocated to opportunity sites throughout the plan area. The total land use quantities are summarized as follows:

- A net increase of 3,084 new residential units
- A net decrease of 347,068 square feet of non-residential (commercial, institutional, industrial) uses

IMPACT ANALYSIS

This section presents the CEQA impact evaluation for each of the four criteria.

T-1 Impact Evaluation

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

The Specific Plan project's planned transportation networks provide consistency related to regional active transportation plans, transit plans, and other mobility infrastructure; specifically the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy and Ventura County Transportation Commission Comprehensive Transportation Plan.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

Norwalk is a member of the SCAG Regional Council, the decision-making body of the SCAG Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG **Regional Transportation Plan/Sustainable Communities Strategy** (RTP/SCS), Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The Connect SoCal RTP/SCS is a planning document for the region, allowing project sponsors to qualify for federal funding. In addition, Connect SoCal 2024 will

identify a combination of transportation and land use strategies that help the region achieve state greenhouse gas emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, and support our vital goods movement industry.

The RTP/SCS is updated every four years and it is anticipated that the City will work with SCAG to update the RTP/SCS to be consistent with the Specific Plan. The Specific Plan includes strategies for mixed-use development, which allows multiple land uses to work together, to reduce vehicle trip lengths. The California Air Resources Board's (CARB) 2016 Mobile Source Strategy recognizes that coordinated regional planning can improve California's land use patterns and transportation policy in a way that reduces transportation related emissions by reducing growth in VMT.

The Heart of Norwalk Specific Plan is consistent with programs, plans, ordinances and policies addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, making the impact **less-than-significant**.

Consistency with Goals and Policies

The Specific Plan is consistent with the following relevant goals and policies within the City's General Plan Circulation Element, as they relate to programs, plans, ordinances, and policies affecting the circulation system:

- **Goal 1:** *An adequate transportation/circulation system that supports regional and local land uses at adopted level of service (LOS) standards and complies with requirements of the County Transportation Management Program (CMP).*
    - **Policy 1.1**. Develop and maintain a road system that is based upon and is in balance with the Land Use Element of the General Plan.
    - **Policy 1.11.** Coordinate roadway improvements with applicable county, state, and federal transportation plans and proposals.

- **Goal 5:** *An efficient bicycle and pedestrian circulation system that encourages these alternative forms of transportation.*
    - **Policy 5.2.** Support and coordinate the development and maintenance of City bikeways in conjunction with the City's Bikeway Plan, the County of Los Angeles Master Plan of Bikeways and the bikeway plans of neighboring jurisdictions.

T-2 Impact Evaluation

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

Under criteria T-2, the proposed Specific Plan's effects on Vehicle Miles Traveled (VMT) are evaluated, as described in the following sub-sections.

VMT Impact Analysis

The City of Norwalk currently defers to using the CEQA thresholds applied by the County of Los Angeles

to evaluate the VMT impacts of individual development projects or land use plans. The thresholds of significance are as follows:

- A project will be considered to have an impact if it generates VMT per capita, per employee, or per service population in excess of 16.8% less than the existing VMT per capita, per employee, or per service population for the County of Los Angeles.

This threshold was applied to evaluate the potential transportation impacts of the Specific Plan. As mentioned, since the project includes residential and non-residential land use, VMT per service population (i.e., residents plus employees) was used as the analysis metric.

Applying the described land use projections, countywide VMT (i.e., regional average) and Specific Plan area VMT outputs were developed using the SCAG model. In addition, consistent with LA County guidelines, VMT reduction strategies included as project features were considered in the VMT calculations of the existing plus project scenario. These features include new bicycle lanes, affordable housing, increased land use density, and reduced residential parking requirements. **Table 1** summarizes the daily countywide VMT per service population for the existing scenario and Specific Plan area daily VMT per service population for the existing plus project scenario. Detailed VMT calculations are provided in **Appendix A**.

Table 1: Specific Plan VMT Summary (versus regional average)

Scenario (Area)	Total Home-based Daily VMT	Total Work-based Daily VMT	Total Daily VMT	Service Population*	VMT / Service Population
Existing (County of Los Angeles)	154,649,967	103,846,479	258,496,446	15,061,038	17.2
Existing Plus Project (SP Area)	319,298	161,796	481,094	35,072	13.7

* Service Population equals the total of residents and employees

As shown in **Table 1**, the existing plus project VMT per service population for the Specific Plan area is forecast to be 13.7, while the existing countywide VMT per service population is currently 17.2. As such, 16.8% below existing countywide VMT per service population is 14.3. Therefore, the existing plus project Specific Plan area VMT per service population (13.7) is not forecast to exceed the described CEQA threshold. Thus, this impact is considered **less than significant**.

In addition, supplemental outputs from the future year 2040 scenario are presented for informational purposes only (i.e., not used for CEQA transportation impact assessment). **Table 2** summarizes the daily countywide VMT per service population for the future year 2040 scenario (without project) and Specific Plan area daily VMT per service population for the future year 2040 with project scenario. Detailed VMT calculations are provided in **Appendix A**.

Table 2: Future Year 2040 Specific Plan VMT Summary (versus regional average)

Scenario (Area)	Total Home-based Daily VMT	Total Work-based Daily VMT	Total Daily VMT	Service Population*	VMT / Service Population
Future Year 2040 (County of Los Angeles)	156,562,282	102,036,221	258,598,503	16,736,544	15.5
Future Year 2040 Plus Project (SP Area)	283,576	166,386	449,962	37,086	12.1

* Service Population equals the total of residents and employees

As mentioned, the future year 2040 VMT output data is provided for informational purposes only. Similar to the existing plus project scenario, the 2040 Specific Plan area VMT per service population (12.1) is forecast to be more than 16.8% below the regional average VMT per service population.

Consistency with Goals and Policies

The Specific Plan is consistent with the following relevant goals and policies within the City's General Plan Circulation Element, that would have an effect on reducing VMT:

- **Goal 3:** *A circulation system that maximizes efficiency through the use of transportation system management and demand management strategies.*
    - **Policy 3.1.** Encourage new development which facilitates transit services, provides for non-automotive circulation and minimizes vehicle miles traveled.

- **Goal 5:** *An efficient bicycle and pedestrian circulation system that encourages these alternative forms of transportation.*
    - **Policy 5.2.** Support and coordinate the development and maintenance of City bikeways in conjunction with the City's Bikeway Plan, the County of Los Angeles Master Plan of Bikeways and the bikeway plans of neighboring jurisdictions.

- **Goal 6:** *Ensure that development of Class II bike lanes provides for the safe and efficient travel of both bicycles and vehicular traffic.*
    - **Policy 6.1.** Develop bicycle lanes to a minimum width of five feet from the longitudinal separation line which occurs between the gutter and roadway for areas which prohibit on-street parking, where possible.

In addition, the Specific Plan is consistent with the following relevant goals within the City's Bicycle Master Plan, that would have an effect on reducing VMT:

- **Goal 1: Accessibility:** *Provide safe, direct, and comfortable bike routes*

- **Goal 2 Safety:** *Improve safety for bicyclists*

- **Goal 3 Encouragement:** *Promote biking and encourage people to bike in Norwalk, improving*

community health and identity

T-3 Impact Evaluation

Threshold: *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)?*

Any proposed roadway modifications included in the Specific Plan will be designed to City and State engineering design standards to meet sight distance requirements, including visibility of pedestrians and bicyclists. The Specific Plan does not propose any incompatible uses that would increase hazards. As a result, the Specific Plan will have a beneficial impact on geometric design features and incompatible uses.

As such, the Specific Plan would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment. Thus, this impact is considered **less than significant**.

T-4 Impact Evaluation

Threshold: *Would the project result in inadequate emergency access?*

The Specific Plan does not include elements that would impede emergency vehicle access. Any public roadways would be designed to conform to County Fire Department standards for access, as would buildings included within new developments.

Thus, this impact is considered **less than significant**.

APPENDIX A – VMT Calculations

Heart of Norwalk - Existing and Future Year 2040 VMT Outputs

Model Scenario	Population		Employees		Total Home-based VMT		Total Work-based VMT		Total Other VMT		VMT/Capita		VMT/Employee		P+E VMT/Service Population (No Other VMT)	
	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County	Project TAZ's	LA County
Existing	20,742	10,375,874	8,325	4,685,164	295,897	154,649,967	177,039	103,846,479	357,615	156,039,047	14.3	14.9	21.3	22.2	16.3	**17.2**
Existing Plus Project	27,535	10,382,667	7,537	4,684,901	319,298	154,685,242	161,796	103,840,929	332,114	156,039,047	11.6	14.9	21.5	22.2	**13.7**	17.2
2040 No Project	21,432	11,510,902	9,649	5,221,748	275,565	156,562,282	182,879	102,036,221	348,175	151,469,388	12.9	13.6	19.0	19.5	14.7	**15.5**
2040 With Project	28,225	11,517,695	8,861	5,221,485	283,576	156,511,530	166,386	102,035,811	322,674	151,469,388	10.0	13.6	18.8	19.5	**12.1**	15.4