

# CALIFORNIA HIGHWAY PATROL SANTA FE SPRINGS AREA OFFICE REPLACEMENT PROJECT

Initial Study



March 2019





**CALIFORNIA HIGHWAY PATROL**

**Santa Fe Springs Area Office**

**Replacement Project**

**Initial Study**

Prepared for:

State of California  
Department of General Services  
707 Third Street  
West Sacramento, CA 95605

On behalf of the Lead Agency:

California Highway Patrol  
601 N. 7<sup>th</sup> Street, Building C  
Sacramento, CA 95811

Prepared by:

Horizon Water and Environment, LLC  
266 Grand Avenue, Suite 210  
Oakland, California 94610  
Contact: Tom Engels, Ph.D.  
(916) 790-8548

March 2019

Horizon Water and Environment. 2019.  
California Highway Patrol Santa Fe Springs Area Office  
Replacement Project Initial Study. March. (HWE 15.002)  
Oakland, CA.



# TABLE OF CONTENTS

<b>Chapter 1 Introduction.....</b>	<b>1-1</b>
1.1 Intent and Scope of this Document.....	1-1
1.2 Public Involvement Process.....	1-2
1.3 Organization of this Document .....	1-2
1.4 Impact Terminology .....	1-3
<b>Chapter 2 Project Description.....</b>	<b>2-1</b>
2.1 Background and Need for the Project.....	2-1
2.2 Project Purpose and Objectives .....	2-1
2.3 Project Location and Setting .....	2-2
2.4 Proposed Project Characteristics .....	2-3
2.4.1 Project Facilities .....	2-3
2.4.2 Construction .....	2-11
2.4.3 Existing and Proposed Operations .....	2-14
2.5 Permits and Approvals.....	2-15
<b>Chapter 3 Environmental Checklist.....</b>	<b>3-1</b>
Environmental Factors Potentially Affected .....	3-3
Determination .....	3-4
3.1 Aesthetics .....	3-5
3.1.1 Regulatory Setting .....	3-5
3.1.2 Environmental Setting .....	3-6
3.1.3 Discussion of Checklist Responses .....	3-13
3.2 Agricultural Resources.....	3-17
3.2.1 Regulatory Setting .....	3-17
3.2.2 Environmental Setting .....	3-18
3.2.3 Discussion of Checklist Responses .....	3-19
3.3 Air Quality .....	3-21
3.3.1 Regulatory Setting .....	3-21
3.3.2 Environmental Setting .....	3-23
3.3.3 Discussion of Checklist Responses .....	3-24
3.4 Biological Resources .....	3-27
3.4.1 Environmental Setting .....	3-27
3.4.2 Discussion of Checklist Responses .....	3-32
3.5 Cultural Resources .....	3-35
3.5.1 Environmental Setting .....	3-35
3.5.2 Discussion of Checklist Responses .....	3-38
3.6 Energy .....	3-39

1	3.6.1	Regulatory Setting .....	3-39
2	3.6.2	Environmental Setting .....	3-40
3	3.6.3	Discussion of Checklist Responses .....	3-41
4	3.7	Geology, Soils, and Seismicity .....	3-43
5	3.7.1	Regulatory Setting .....	3-44
6	3.7.2	Environmental Setting .....	3-45
7	3.7.3	Discussion of Checklist Responses .....	3-47
8	3.8	Greenhouse Gas Emissions .....	3-51
9	3.8.1	Regulatory Setting .....	3-51
10	3.8.2	Environmental Setting .....	3-52
11	3.8.3	Discussion of Checklist Responses .....	3-53
12	3.9	Hazards and Hazardous Materials .....	3-55
13	3.9.1	Regulatory Setting .....	3-55
14	3.9.2	Environmental Setting .....	3-60
15	3.9.3	Discussion of Checklist Responses .....	3-61
16	3.10	Hydrology and Water Quality .....	3-67
17	3.10.1	Regulatory Setting .....	3-68
18	3.10.2	Environmental Setting .....	3-70
19	3.10.3	Discussion of Checklist Responses .....	3-72
20	3.11	Land Use and Planning .....	3-77
21	3.11.1	Regulatory Setting .....	3-77
22	3.11.2	Environmental Setting .....	3-78
23	3.11.3	Discussion of Checklist Responses .....	3-79
24	3.12	Mineral Resources .....	3-81
25	3.12.1	Regulatory Setting .....	3-81
26	3.12.2	Environmental Setting .....	3-82
27	3.12.3	Discussion of Checklist Responses .....	3-82
28	3.13	Noise .....	3-85
29	3.13.1	Overview of Noise and Vibration Concepts and Terminology .....	3-85
30	3.13.2	Regulatory Setting .....	3-88
31	3.13.3	Environmental Setting .....	3-90
32	3.13.4	Discussion of Checklist Responses .....	3-90
33	3.14	Population and Housing .....	3-93
34	3.14.1	Regulatory Setting .....	3-93
35	3.14.2	Environmental Setting .....	3-93
36	3.14.3	Discussion of Checklist Responses .....	3-94
37	3.15	Public Services .....	3-97
38	3.15.1	Regulatory Setting .....	3-97
39	3.15.2	Environmental Setting .....	3-98
40	3.15.3	Discussion of Checklist Responses .....	3-100
41	3.16	Recreation .....	3-103
42	3.16.1	Regulatory Setting .....	3-103
43			

1	3.16.2 Environmental Setting .....	3-103
2	3.16.3 Discussion of Checklist Responses .....	3-104
3	3.17 Transportation.....	3-107
4	3.17.1 Traffic and Transportation Terminology .....	3-107
5	3.17.2 Regulatory Setting .....	3-109
6	3.17.3 Environmental Setting.....	3-109
7	3.17.4 Impact Analysis.....	3-112
8	3.17.5 Discussion of Checklist Responses .....	3-114
9	3.18 Tribal Cultural Resources .....	3-115
10	3.18.1 Regulatory Setting .....	3-115
11	3.18.2 Environmental Setting.....	3-117
12	3.18.3 Discussion of Checklist Responses .....	3-117
13	3.19 Utilities and Service Systems .....	3-119
14	3.19.1 Regulatory Setting .....	3-119
15	3.19.2 Environmental Setting.....	3-121
16	3.19.3 Discussion of Checklist Responses .....	3-124
17	3.20 Wildfire.....	3-127
18	3.20.1 Regulatory Setting .....	3-127
19	3.20.2 Environmental Setting.....	3-127
20	3.20.3 Discussion of Checklist Responses .....	3-128
21	3.21 Mandatory Findings of Significance.....	3-129
22	3.21.1 Discussion of Checklist Responses .....	3-129
23	<b>Chapter 4 References .....</b>	<b>4-1</b>
24	<b>Chapter 5 Report Preparation .....</b>	<b>5-1</b>

25

## 26 Appendices

27 **Appendix A.** Biological Resources Supporting Data

## 28 List of Tables

29	<b>Table 2-1.</b>	Local Utility Agencies in the Project Area .....	2-11
30	<b>Table 2-2.</b>	Comparison of Staffing Levels at Existing Santa Fe	
31		Springs Area Office, and Proposed Santa Fe Springs	
32		Area Office.....	2-14
33	<b>Table 2-3.</b>	Applicable Permit and Regulatory Requirements .....	2-15
34	<b>Table AQ-1.</b>	Air Quality Significance Thresholds for Project	
35		Construction and Operations .....	3-22
36	<b>Table ERG-1.</b>	Summary of Energy Sources for SCE .....	3-41
37	<b>Table GEO-1.</b>	Proximity of the Project Site to Regional Faults.....	3-47
38	<b>Table NOI-1.</b>	Examples of Common Noise Levels.....	3-87

1	<b>Table NOI-2.</b>	State Land Use Compatibility Standards for Community	
2		Noise Environment .....	3-89
3	<b>Table PH-1.</b>	Community Facts for the Cities of Norwalk and Santa Fe	
4		Springs .....	3-94
5	<b>Table REC-1.</b>	Parks and Recreational Facilities in the Vicinity of the	
6		Proposed Project .....	3-104
7	<b>Table TR-1.</b>	Level of Service Definitions for Intersections .....	3-108
8	<b>Table TR-2.</b>	Project Trip Rates .....	3-113
9	<b>Table TR-3.</b>	Project Generated Trips.....	3-113
10	<b>Table TR-4.</b>	Project Trip Distribution Percentages .....	3-114
11	<b>Table TCR-1.</b>	Native American Consultation .....	3-117
12	<b>Table UTL-1.</b>	Golden State Water Company's Norwalk System Actual	
13		2015 and Projected Potable and Raw Water Demands	
14		(in acre-feet) .....	3-122

## 15 List of Figures

16	<b>Figure 2-1.</b>	Project Vicinity .....	2-4
17	<b>Figure 2-2.</b>	Project Site .....	2-5
18	<b>Figure 2-3.</b>	Conceptual Project Overview .....	2-6
19	<b>Figure 2-4.</b>	Conceptual Building Design.....	2-7
20	<b>Figure AES-1.</b>	Views Surrounding Project Site .....	3-9
21	<b>Figure AES-2.</b>	Existing Views from KOPs 1 and 2 .....	3-10
22	<b>Figure AES-3.</b>	Existing Views from KOPs 3 and 4 .....	3-11
23	<b>Figure AES-4.</b>	Existing Views from KOP 5.....	3-12
24	<b>Figure BIO-1.</b>	CNDDDB Occurrences of Special-status Plants within 5	
25		miles of the Proposed Project.....	3-29
26	<b>Figure BIO-2.</b>	CNDDDB Occurrences of Special-status Animals within 5	
27		miles of the Proposed Project.....	3-30
28	<b>Figure BIO-3.</b>	Critical Habitat .....	3-31
29	<b>Figure TR-1.</b>	Proposed Study Locations and Trip Distribution.....	3-111

30

31

## Acronyms and Abbreviations

### A

AB	Assembly Bill
ACI	ACI International
ADA	Americans with Disabilities Act
AFY	acre-feet per year
amplitude	pressure level or energy content
ANSI	American National Standards Institute
APN	assessor's parcel number
AST	above-ground storage tank
Avocet	Avocet Environmental, Inc.

### B

Basin	South Coast Air Basin
Basin Plan	Los Angeles RWQCB's Water Quality Control Plan
bgs	below ground surface
BMP	best management practice

### C

CAL FIRE	California Department of Forestry and Fire Protection
Cal OES	California Governor's Office of Emergency Services
Cal/OSHA and Health	California Department of Industrial Relations, Division of Occupational Safety
CalARP	California Accidental Release Program
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Standards Code
CBMWD	Central Basin Municipal Water District
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDOC	California Department of Conservation
CDOE	California Department of Education
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA (also known as the Superfund Act)	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
CGS	California Geological Survey
CHP	California Highway Patrol
CIWMB	California Integrated Waste Management Board
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society

1	CO	carbon monoxide
2	CO <sub>2</sub>	carbon dioxide
3	CO <sub>2</sub> e	carbon dioxide equivalents
4	CRHR	California Register of Historical Resources
5	CRPR	California Rare Plant Rank
6	CUPA	Certified Unified Program Agency
7	CWA	Clean Water Act
8	CWA	Clean Water Act
9	cy	cubic yards
10	<b>D</b>	
11	dB	decibel
12	dBA	A-weighted decibel
13	DGS	California Department of General Services
14	DPM	diesel particulate matter
15	DSH	Department of State Hospitals
16	DTSC	California Department of Toxic Substances Control
17	DWR	California Department of Water Resources
18	<b>E</b>	
19	EA	environmental assessment
20	eBird	eBird.org
21	EIA	U.S. Energy Information Administration
22	EIR	Environmental Impact Report
23	EO	Executive Order
24	<b>F</b>	
25	FAA	Federal Aviation Administration
26	Farmland	Prime Farmland, Unique Farmland, or Farmland of Statewide Importance
27	FCC	Federal Communications Commission
28	FEMA	Federal Emergency Management Agency
29	FMMP	Farmland Mapping and Monitoring Program
30	frequency	rate of oscillation of sound waves
31	ft	feet
32	ft <sup>2</sup>	square feet
33	FTA	Federal Transit Administration
34	<b>G</b>	
35	General Permit	State's General Permit for Storm Water Discharges Associated with
36	Construction Activity	
37	GHG	greenhouse gas
38	GSP	groundwater sustainability plan
39	GSWC	Golden State Water Company
40	GWR	Ground Water Recharge
41	<b>H</b>	
42	HCM	Highway Capacity Manual
43	HCP	habitat conservation plan

1	Hz	Hertz
2	<b>I</b>	
3	ICU	Intersection Capacity Utilization
4	IEEE	Institute of Electrical and Electronics Engineers
5	in/sec	inches per second
6	IND	Industrial Service Supply
7	IS	initial study
8	<b>J</b>	
9	JRP	JRP Historical Consulting
10	<b>K</b>	
11	KOP	key observation point
12	KW	kilowatt
13	<b>L</b>	
14	LACoFD	Los Angeles County Fire Department
15	LACSD	Los Angeles County Sanitation District
16	LADPR	Los Angeles Department of Parks and Recreation
17	LARWQCB	Los Angeles RWQCB
18	LASD	Los Angeles County Sheriff's Department
19	$L_{dn}$	energy average of the A weighted sound levels occurring during a 24-hour
20	period	
21	LEED	Leadership in Energy & Environmental Design
22	$L_{eq}$	equivalent steady-state sound level
23	$L_{max}$	maximum sound level measured during a given measurement period
24	$L_{min}$	minimum sound level measured during a given measurement period
25	LOS	level of service
26	LUST	leaking underground storage tank
27	$L_{xx}$	sound level exceeded x percent of a specific time period
28	<b>M</b>	
29	MCL	maximum contaminant level
30	Metropolitan	Metropolitan Water District of Southern California
31	MGD	million gallons per day
32	MMT CO <sub>2</sub> e	million metric tons of carbon dioxide equivalents
33	mph	miles per hour
34	MRZ	Mineral Resource Zone
35	MS4	municipal separate storm sewer system
36	msl	mean sea level
37	MT CO <sub>2</sub> e/yr	metric tons of carbon dioxide equivalents per year
38	MUN	municipal water supply
39	<b>N</b>	
40	NAAQS	National Ambient Air Quality Standards
41	NAHC	Native American Heritage Commission
42	NCCP	natural community conservation plan

1	NEHRP	National Earthquake Hazards Reduction Program
2	NFA	no further action
3	NHPA	National Historic Preservation Act
4	NHTSA	National Highway Traffic Safety Administration
5	NO <sub>2</sub>	nitrogen dioxide
6	NOP	Notice of Preparation
7	NO <sub>x</sub>	oxides of nitrogen
8	NPDES	National Pollutant Discharge Elimination System
9	NRCS	Natural Resource Conservation Service
10	NRHP	National Register of Historic Places
11	NSF	National Science Foundation
12	NSHHD	Norwalk State Hospital Historic District
13	<b>O</b>	
14	OEHHA	[California] Office of Environmental Health Hazard Assessment
15	OSHA	Occupational Safety and Health Administration
16	<b>P</b>	
17	PM <sub>10</sub>	particulate matter of aerodynamic radius of 10 micrometers or less
18	PM <sub>2.5</sub>	particulate matter of aerodynamic radius of 2.5 micrometers or less
19	Porter–Cologne Act	Porter–Cologne Water Quality Control Act
20	PPV	peak particle velocity
21	PROC	Industrial Process Supply
22	Proposed Project	Santa Fe Springs Area Office Replacement Project
23	Pub. Res. Code	Public Resources Code
24	<b>R</b>	
25	RARE	Rare, Threatened, or Endangered Species
26	RCRA	Resource Conservation and Recovery Act of 1976
27	REC1	Water Contact Recreation
28	REC2	Non-contact Water Recreation
29	RF	radio frequency
30	RMP	risk management plan
31	ROG	reactive organic gases
32	RPS	Renewables Portfolio Standard
33	RWQCB	Regional Water Quality Control Board
34	<b>S</b>	
35	SB	Senate Bill
36	SCAB	South Coast Air Basin
37	SCAQMD	South Coast Air Quality Management District
38	SCE	Southern California Edison
39	SGA	Groundwater Sustainability Agency
40	SMARA	Surface Mining and Reclamation Act of 1975
41	SMGA	Sustainable Groundwater Management Act
42	SoCalGas	Southern California Gas Company
43	SO <sub>x</sub>	Sulfur oxide



1	SPCC	Spill Prevention, Control, and Countermeasure
2	SR	State Route
3	SRA	State Responsibility Area
4	SWPPP	stormwater pollution prevention plan
5	SWRCB	State Water Resources Control Board
6	<b>T</b>	
7	TAC	toxic air contaminant
8	TCP	traditional cultural properties
9	TCR	tribal cultural resource
10	TDS	total dissolved solids
11	TMDL	total maximum daily load
12	TPH	total petroleum hydrocarbons
13	<b>U</b>	
14	U.S.	United States of America
15	USC	U.S. Code
16	USEPA	U.S. Environmental Protection Agency
17	USFWS	U.S. Fish and Wildlife Service
18	USGBC	U.S. Green Building Council
19	USGS	U.S. Geological Survey
20	UST	underground storage tank
21	UWMP	urban water management plan
22	<b>V</b>	
23	V/C	volume-to-capacity
24	VdB	vibration decibel
25	VEC	vapor encroachment condition
26	VMT	Vehicle Miles Traveled
27	VOC	volatile organic compound
28	<b>W</b>	
29	Williamson Act	California Land Conservation Act of 1965
30	WLA	waste load allocation
31	WRP	Los Coyotes Water Reclamation Plant
32	<b>Symbols</b>	
33	°F	degrees Fahrenheit
34	§	section

1

*This page intentionally left blank*

# Chapter 1

## INTRODUCTION

The California Highway Patrol (CHP), with assistance from the Department of General Services –Real Estate Services Division (DGS), has prepared this Initial Study (IS) to provide the public, responsible agencies, and trustee agencies with information about the potential environmental effects of construction and operation of the proposed CHP Santa Fe Springs Area Office Replacement Project (Proposed Project). The Proposed Project and its location are described in depth in Chapter 2, *Project Description*. This document was prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) of 1970 (as amended) and the CEQA Guidelines (14 California Code of Regulations [CCR] § 15000 *et seq.*).

### 1.1 Intent and Scope of this Document

This IS has been prepared in accordance with CEQA, under which the Proposed Project is evaluated at a project level (CEQA Guidelines § 15378). CHP, as the lead agency under CEQA, has determined that the Proposed Project would have the potential to result in significant environmental effects. Accordingly, CHP will also be preparing an EIR for the Proposed Project (CEQA Guidelines §15064). This IS is an informational document to be used in the planning and decision-making process for the Proposed Project and does not recommend approval or denial of the Proposed Project.

The site plans for the Proposed Project included in this IS are conceptual. CHP anticipates that the final design for the Proposed Project would include some modifications to these conceptual plans, and the environmental analysis has been developed with conservative assumptions to accommodate some level of modification.

This IS describes the Proposed Project; its environmental setting, including existing conditions and regulatory setting, as necessary; and the potential environmental impacts of the Proposed Project on or with regard to the topics listed below. If a resource topic has the potential to result in significant environmental impacts, it will be further discussed in the EIR and is not listed below:

Aesthetics	Population and Housing
Agriculture/Forestry Resources	Public Services
Geology, Soils, and Seismicity	Recreation
Hydrology/Water Quality	Utilities and Service Systems
Land Use and Planning	Wildfire
Mineral Resources	

## 1.2 Public Involvement Process

Public disclosure and dialogue are priorities under CEQA. CEQA Guidelines Section (§) 15073 and § 15105(b) require that the lead agency designate a period during the IS process when the public and other agencies can provide comments on the potential impacts of the Proposed Project. CHP has prepared a Notice of Preparation (NOP) for the Proposed Project. Accordingly, CHP is now circulating this document for a 30-day scoping review period.

To provide input on this project, please send comments to the following contact:

Jennifer Parson, Senior Environmental Planner  
State of California Department of General Services  
Real Estate Services Division, Project Management & Development Branch  
Energy & Environmental Section  
707 Third Street, 4th Floor, MS 509  
West Sacramento, CA 95605  
Email: [santa-fe-springs-comments@chp-ceqa.com](mailto:santa-fe-springs-comments@chp-ceqa.com)

During its deliberations on whether to approve the Proposed Project, CHP will consider all comments received before 5:00 p.m. on the date identified in the NOP for closure of the public comment period.

## 1.3 Organization of this Document

This IS contains the following components:

Chapter 1, *Introduction*, provides a brief description of the intent and scope of this IS, the public involvement process under CEQA, and the organization of and terminology used in this IS.

Chapter 2, *Project Description*, describes the Proposed Project including its purpose and goals, the site where the Proposed Project would be constructed, the construction approach and activities, operation-related activities, and related permits and approvals.

Chapter 3, *Environmental Checklist*, presents the checklist used to assess the Proposed Project's potential environmental effects, which is based on the model provided in Appendix G of the CEQA Guidelines. This chapter also includes a brief environmental setting description for each resource topic and identifies the Proposed Project's anticipated environmental impacts.

Chapter 4, *References*, provides a bibliography of printed references, websites, and personal communications used in preparing this IS.

## Appendices

### Appendix A. *Biological Resources Supporting Data*

## 1.4 Impact Terminology

This IS uses the following terminology to describe the environmental effects of the Proposed Project:

- A finding of *no impact* is made when the analysis concludes that the Proposed Project would not affect the particular environmental resource or issue.
- An impact is considered *less than significant* if the analysis concludes that no substantial adverse change in the environment would result and that no mitigation is needed.
- An impact is considered *less than significant with mitigation* if the analysis concludes that no substantial adverse change in the environment would result with the inclusion of the mitigation measures described.
- An impact is considered *significant or potentially significant* if the analysis concludes that a substantial adverse effect on the environment could result.
- *Mitigation* refers to specific measures or activities that would be adopted by the lead agency to avoid, minimize, rectify, reduce, eliminate, or compensate for an otherwise significant impact.
- A *cumulative impact* refers to one that can result when a change in the environment would result from the incremental impacts of a project along with other related past, present, or reasonably foreseeable future projects. Significant cumulative impacts might result from impacts that are individually minor but collectively significant. The cumulative impact analysis in this IS focuses on whether the Proposed Project's incremental contribution to significant cumulative impacts caused by the project in combination with past, present, or probable future projects is cumulatively considerable.
- Because the term "significant" has a specific usage in evaluating the impacts under CEQA, it is used to describe only the significance of impacts and is not used in other contexts within this document. Synonyms such as "substantial" are used when not discussing the significance of an environmental impact.

*This page intentionally left blank*

## **2.1 Background and Need for the Project**

The California Highway Patrol (CHP) is the statewide law enforcement agency responsible for enforcing vehicular and traffic laws on state highways and freeways; regulating the transport of goods, including hazardous waste; and serving as emergency responders to incidents on the state's highway system. CHP's mission is to provide "the highest level of Safety, Service, and Security" (CHP 2018). To fulfill this mission, CHP has the following objectives:

- protect life and property;
- provide superior service to the public and assistance to allied agencies;
- enhance public trust through community outreach and partnerships;
- invest in our people; and
- identify and respond to evolving law enforcement needs.

CHP law enforcement services are currently provided to southeastern Los Angeles County, which includes the cities of Artesia, Bellflower, Cerritos, Downey, Hawaiian Gardens, La Habra Heights, La Mirada, Lakewood, Norwalk, Paramount, Pico Rivera, Santa Fe Springs and Whittier, through the CHP Santa Fe Springs Area Office located at 10051 Orr and Day Road, Santa Fe Springs, California. An increasing number of CHP employees have been assigned to the Santa Fe Springs Area Office, and the existing facilities' primary building and support service structures are inadequate to house the number of employees and related equipment, record storage, reference library, evidence rooms, lockers, and other officer support needs. Therefore, a new CHP facility is needed to serve the areas currently served by the Santa Fe Springs Area Office.

## **2.2 Project Purpose and Objectives**

The CHP Santa Fe Springs Area Office Replacement Project (Proposed Project) is being constructed as part of a statewide effort to replace aging or inadequate CHP field offices and other facilities. The purpose of the Proposed Project is to relocate the existing Santa Fe Springs Area Office into a new facility that would provide adequate workspace, equipment storage, and vehicle parking for an increasing number of employees assigned to this office (146 combined current employees, increasing to 159 employees over 10 years).

Specific project objectives are as follows:

- construct a facility that meets CHP's statewide programming requirements (e.g., provision of a citation clearance area and additional/separate locker rooms for female employees);

- construct a facility in a location capable of serving the Santa Fe Springs Area Office's service area and that provides efficient access to the highway system,
- develop a CHP facility that is accredited under the U.S. Green Building Council's (USGBC) Leadership in Energy & Environmental Design (LEED) program at the "Silver" or better level of certification, as required by state law;
- meet the California Essential Services Buildings Seismic Safety Act requirements by designing and constructing a facility capable of providing essential services to the public after a disaster; and
- construct a facility that meets the standards of the Americans with Disabilities Act (ADA), and Title 24 requirements, including the California Green Building Standards Code and the California Energy Code.

## 2.3 Project Location and Setting

The Proposed Project site will be a 6-acre parcel that will be sectioned from the existing 165-acre campus of the Department of State Hospitals-Metropolitan (formally known as Metropolitan State Hospital), located at 11401 Bloomfield Avenue in the City of Norwalk, located west of Bloomfield Avenue and south of Lakeland Road in Norwalk, California (see **Figure 2-1**). This location is situated approximately 0.7 mile north of Imperial Highway, 1.3 miles east of Interstate 5, and 2 miles east of Interstate 605. As shown in Figure 2-1, the Proposed Project site is situated approximately 2 miles southeast of CHP's existing Santa Fe Springs Office. The site is located inside the northeast corner of the hospital, which occupies Assessor Parcel Number 8025-003-902. The parcel is roughly rectangular in shape on its southern portion, then angles straight to the north on its eastern axis as it parallels Bloomfield Avenue. It angles and curves on its western axis as it follows and borders Elm Street. Where Elm Street ends into a square-shaped paved area, the parcel borders the paved area west to Cedar Street. The parcel then angles south along Cedar Street to an existing building and then angles east, bordering an existing paved parking lot. Continuing to border the parking lot, the parcel angles south to South Circle road and then northeast to Bloomfield Avenue.

The site itself is currently on property owned by the Department of State Hospitals (DSH), located immediately south of the existing main entrance to the hospital. The site is relatively flat and contains a mowed lawn area with shrubs and trees. Existing structures on the site include a baseball field, basketball court, greenhouse and plant nursery, two currently vacant staff cottages and a garage. The Proposed Project site includes a portion of South Circle that extends towards Bloomfield Avenue but currently does not provide vehicle access between the two roadways due to a security fence across South Circle and an incomplete paved connection.

Adjacent land uses to the Proposed Project site include the DSH-Metropolitan facilities to the north, south, and west, and commercial/industrial uses to the east. Active facilities associated with the hospital and within approximately 500 feet (ft) of the project site include: residences, treatment wards, an assembly hall (James Hall), a social gathering facility (the Oasis building), offices, a religious center, and a library. In addition, the site is adjacent to Homes for Life, a transitional, state-licensed 38-bed residential facility for homeless adults who have mental illnesses, that is located along Elm Street (a long driveway) within the hospital campus. Bloomfield Avenue parallels the project site to the east. Industrial/



commercial buildings are located further to the east: ACI International (ACI), a shoe warehouse, is located to the northeast of the site at 11320 Bloomfield Avenue; Fleetwash, a commercial truck wash facility, is located east of the site at 11520 Bloomfield Avenue, and; Kelly Pipe Company is located east of the project site at 11680 Bloomfield Avenue. **Figure 2-2** shows the Project site and surrounding area.

## 2.4 Proposed Project Characteristics

The Proposed Project involves the construction and operation of a replacement CHP Area Office and associated improvements. The conceptual site plans and building design for the proposed CHP Santa Fe Springs Area Office are shown in **Figure 2-3** and **Figure 2-4**, respectively. Note: the plans shown on Figures 2-3 and 2-4 are conceptual; CHP anticipates that the final design for the Proposed Project would include modifications to these plans.

The Proposed Project would develop approximately 5.2 acres (approximately 228,000 square feet [ft<sup>2</sup>]) within the approximate 6-acre site. Approximately 178,000 ft<sup>2</sup> (4 acres) of this would be impervious surfaces; the remainder of the site would be unpaved, such as for landscaping and stormwater management. Additionally, the Proposed Project would involve re-surfacing of approximately 20,000 ft<sup>2</sup> of roadway and approximately 5,000 ft<sup>2</sup> of sidewalks along South Circle and Elm Street adjacent to the Project site. These area quantities are subject to change pending final design.

This section continues with a discussion of the Project facilities, construction activities, and operational activities that would be part of the Proposed Project. The section also discusses the proposed changes from the existing CHP Santa Fe Springs Area Office operations, to the extent they are relevant to the environmental analysis.

### 2.4.1 Project Facilities

The Proposed Project would include occupied structures, a radio tower, secured and visitor parking areas, enclosures and storage areas, a fuel island with above-ground fuel tank, utility improvements and other ancillary improvements. Descriptions of these facilities follow. Conceptual locations of Project facilities are indicated on Figure 2-3.

#### **Structures**

Structures that would be part of the Proposed Project include a main office building, an automobile service building, a radio vault building, and a property storage building. A general description of each structure is provided below. Details of the site preparation work are provided in Section 2.4.2, "Construction."

C:\Users\GIS\Documents\ArcGIS\PROJECTS\15002\_CHP\_CEOA\mxd\Santa Fe Springs\Figure\_2-1\_ProjectVicinity\_sf\_springs.mxd PG 10/9/2018

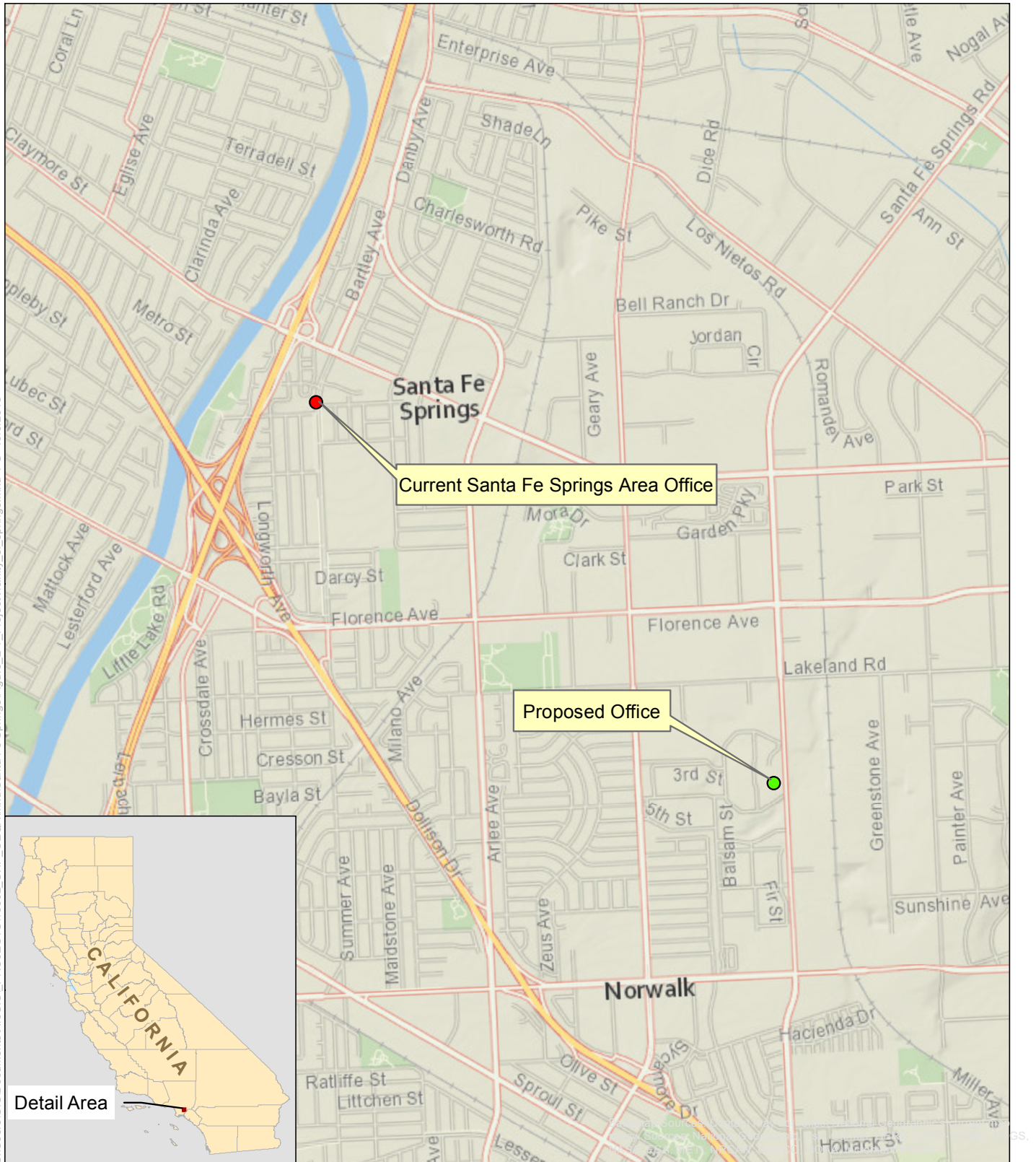
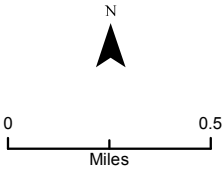


Figure 2-1: Project Vicinity

Prepared by:  
**Horizon**  
WATER and ENVIRONMENT

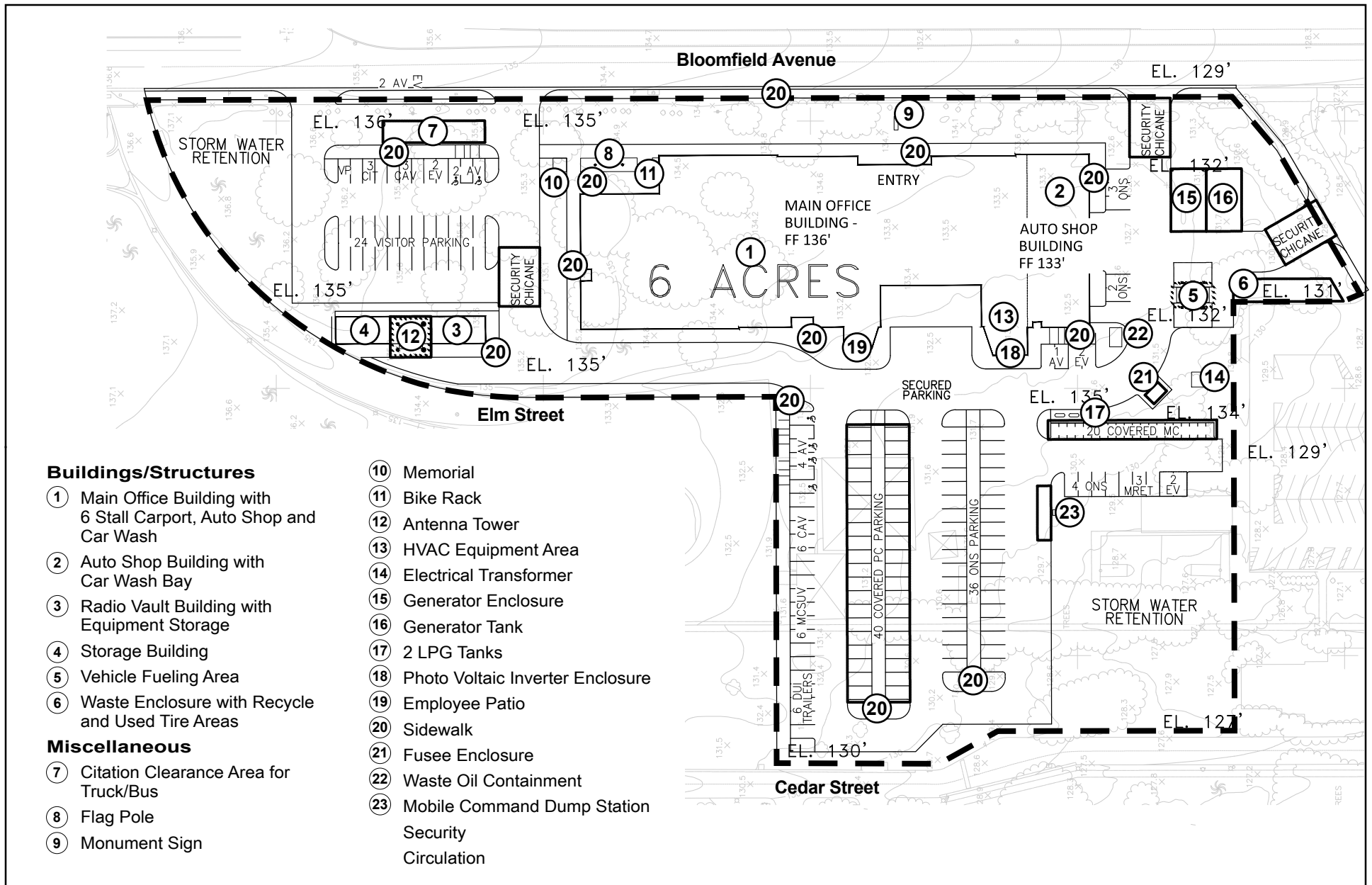
Prepared for:  
California Highway Patrol



Santa Fe Springs Area Office Replacement Project  
Initial Study





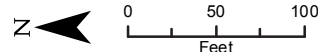


Prepared by:



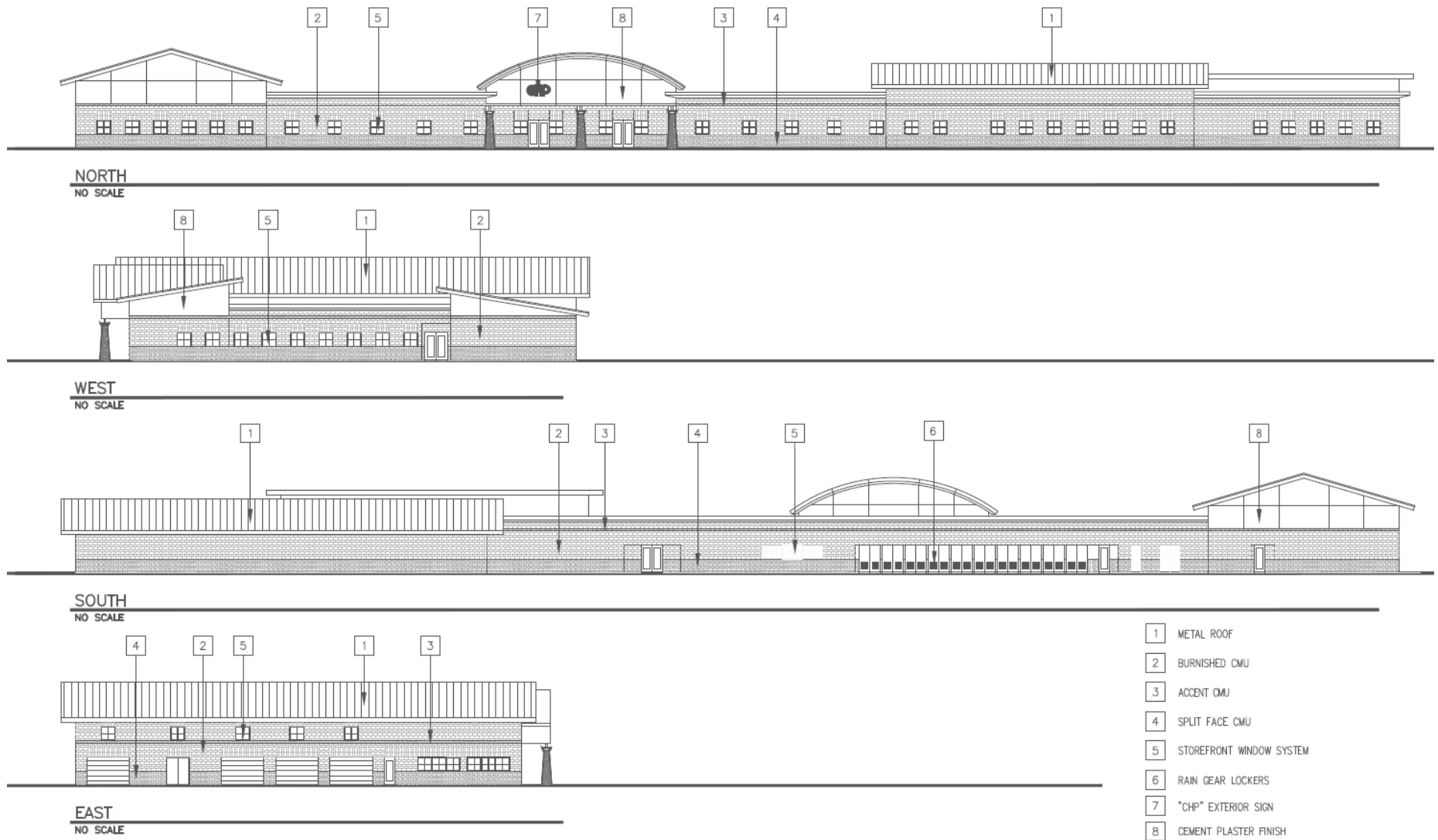
Prepared for:  
California Highway Patrol

Source: Department of General Services 2018



**Figure 2-3.**  
**Conceptual Project Overview**

**Santa Fe Springs Area Office Replacement Project**  
**Initial Study**



Prepared by:



Prepared for:  
California Highway Patrol



Source: Department of General Services 2017

**Figure 2-4.**  
**Conceptual General Building Design**

**Santa Fe Springs Area Office Replacement Project**  
**Initial Study**



**Main Office Building:** The main office building would be a single-story building of approximately 37,000 ft<sup>2</sup>. The facility would be built to meet Title 24 requirements, including the California Green Building Standards Code and the California Energy Code, and achieve a USGBC LEED Silver or higher accreditation. The USGBC grants LEED certification based on a scoring system related to a number of different impact categories (e.g., energy, water, waste, materials, location and transportation, etc.) (USGBC 2018).

The building would include:

- offices and work stations;
- break room/conference room;
- interview rooms;
- briefing/training room;
- armory;
- gun cleaning room with gun cleaners/solvents and materials storage;
- issue room (for officer patrol equipment and storage);
- evidence processing, logging, and storage areas;
- men's/women's restrooms, locker rooms, and showers;
- "physical means of arrest" training room and storage;
- lactation room;
- rain gear lockers;
- voice/data room; and
- janitorial, mechanical, and electrical rooms.

**Automobile Service Building:** The automobile service building would be a single-story building totaling approximately 7,000 ft<sup>2</sup> that would include offices, three auto service bays, a car wash bay, a vehicle equipment area, tire storage area, vehicle parts storage room, restroom, and an air compressor room. This structure may be attached or in very close proximity to the main office building. One approximately 275-gallon waste oil storage tank would be stored in or adjacent to the automobile service building. The automobile service bays would have vehicle lifts for servicing and maintaining CHP vehicles.

**Radio Vault Building:** The one-story radio vault building would be approximately 750 ft<sup>2</sup> and would include a radio vault room and an equipment storage space.

**Property Storage Building:** The one-story property storage building would include a bulk evidence and property storage area, and a secured storage area. The total size of the building would be approximately 750 ft<sup>2</sup>. This use could be combined with the Radio Vault Building.

### ***Miscellaneous Site Elements***

**Vehicle Fueling Area:** The vehicle fueling area would include an approximately 12,000-gallon aboveground fuel storage tank with two mechanized dispensers, a canopy over the fueling area, and parking for a fuel tanker truck, covering an area of approximately 3,500 ft<sup>2</sup>.

1 The fuel storage tank would have self-integrated secondary containment. Gasoline stored in  
2 the fuel tank would be used to supply CHP vehicles.

3 **Radio Tower:** The radio tower would consist of a 120-foot steel lattice communications  
4 tower supporting a 20-foot tall mast and 8-foot lightning rod: comprising a total height of 148  
5 ft. The radio tower would provide for communications between the new facility, CHP  
6 personnel in the field, local dispatch facilities, and state-wide during emergencies. The base  
7 of the radio tower would be approximately 900 ft<sup>2</sup>. No tower lighting or markings are  
8 required by the Federal Aviation Administration at this time.

9 **Waste Enclosure:** A waste enclosure would be constructed on the Project site. The enclosure  
10 would contain covered areas for two trash dumpsters, used-tire racks, and recycling bins. The  
11 waste enclosure would be approximately 1,200 ft<sup>2</sup>.

12 **Waste Oil Containment:** Up to a 275-gallon waste oil tank would be located in an area of  
13 approximately 120 ft<sup>2</sup> near the automobile service building.

14 **Heating, Ventilation, and Air Conditioning Equipment Area:** The heating, ventilation, and  
15 air conditioning (HVAC) system equipment area would be approximately 700 ft<sup>2</sup>. The HVAC  
16 system would provide fully automated and continuous space heating, ventilation, and  
17 cooling, to all areas of the office building and automobile service building that would be  
18 designed for occupancy.

19 **Generator and Tank Yard:** The walled generator yard would contain an emergency  
20 generator, exhaust system, cooling system, diesel fuel supply and storage systems, engine  
21 control system, and miscellaneous cables and equipment to support the generator's  
22 operation. The emergency generator's capacity would be approximately 500 kilowatts (kW).  
23 Aboveground diesel fuel tanks would hold a minimum of 96 hours of fuel supply for  
24 continuous full-load operation, which would equate to approximately 4,000 gallons. The  
25 emergency generator would be used as a power source for the Area Office facilities, as  
26 necessary, if primary power sources were to fail. The total area of the generator and tank  
27 yard would be approximately 2,240 ft<sup>2</sup>.

28 **Fusee Enclosure:** Fusees (flares) would be stored within a steel container inside this  
29 enclosure (approximately 200 ft<sup>2</sup>).

### 30 ***Parking and Citation Clearance Areas***

31 **Parking Areas:** The Proposed Project would have a visitor parking area and a secured  
32 parking area for CHP vehicles and equipment. The visitor area would have approximately 25  
33 regular spaces, two spaces for handicapped-accessible parking (including one for van  
34 parking), two electric charging stations, three spaces for clean air vehicles, and three spaces  
35 for automobiles associated with the citation clearance area described below, for a total of 35  
36 spaces. The secured parking area would have approximately 136 total spaces, including  
37 spaces for various specialized vehicles such as motorcycles, evidence vehicles, a mobile  
38 command center, and accessible vehicles. In total, the visitor and secured parking areas  
39 would provide approximately 171 parking spaces, for a total net area of approximately  
40 55,520 ft<sup>2</sup>. The parking spaces would generally be located adjacent to the main office building  
41 and auto shop building, and would be surfaced with asphalt concrete and/or reinforced  
42 concrete paving.

**Citation Clearance Area:** Citation clearance areas would be provided for verifying correction of citations and processing for standard passenger vehicles as well as larger commercial vehicles, such as buses. Citations issued to passenger and commercial vehicles may include violations for outdated registration tags, missing license plates, missing mirrors, malfunctioning engine or exhaust systems, and other vehicle violations ("fix-it tickets"). The purpose of the citation clearance areas at the CHP Santa Fe Springs Area Office is to provide space in which officers can safely evaluate vehicles to determine whether violations have been addressed. For citation clearance checks involving passenger vehicles, the driver parks in the appropriate designated citation clearance parking area and requests a verification of citation correction from an officer on-duty. These verifications occur throughout the day and typically take less than 5 minutes. Following a satisfactory verification, the citation is cleared and the driver leaves the site. For citation clearance checks involving commercial vehicles, an appointment with the CHP Commercial Unit officer is required. The commercial vehicle parks in the larger designated citation clearing area for the inspection. Commercial vehicle inspections are scheduled several times per week; they take more time than passenger vehicle checks and may require multiple engine shut-downs and periods of engine idling.

### ***Ancillary Improvements***

**Fencing:** The Proposed Project's secured areas would be surrounded by 6-foot-tall concrete-block masonry fence with 2-foot metal pickets. Metal rolling gates would be installed at the authorized vehicle entrances/exits to/from the secured parking area. Associated with each of the rolling vehicle access gates would be a metal man-gate with access control measures.

**Fire Hydrants:** Fire hydrants would be installed in accordance with applicable requirements of the Office of the State Fire Marshal and local fire department.

**Landscape and Irrigation:** Drought-tolerant landscaping requiring minimal maintenance and an automatic irrigation system would be installed on the Project site. Plants would be selected that are tolerant of the local climate.

**Exterior Lighting:** Exterior lighting would be installed throughout the site for security purposes; lighting would be located along the site perimeter, but it would be directed downward and shielded to reduce light dispersion. Lighting must meet CHP safety protocols, which require 24-hour lighting of the facility. Entrances would have brighter lighting than the parking areas and office building. Flagpoles would have lighting which may be directed upward or downward, pending final design.

**Flagpoles and Monument:** Three metal flagpoles, each 25 ft high, would likely be installed in front of the CHP office building near the visitor parking area. A CHP monument sign would also be installed likely near the visitor parking area.

**Sidewalk and Street Improvements:** The existing sidewalk, curb and gutter along Bloomfield Avenue would be removed and replaced. The Proposed Project would include resurfacing portions of asphalt pavement along Elm Street and South Circle along the length of the property line. It is estimated these potential improvements would cover up to approximately 20,000 ft<sup>2</sup> (0.5 acres). South Circle would be connected to Bloomfield Avenue to make it a useable access point for the users of the DSH – Metropolitan campus and the proposed CHP facility. In addition, approximately 5,000 ft<sup>2</sup> of sidewalks would be constructed



along South Circle and Elm Street adjacent to the Project site. These area quantities are subject to change pending final design.

### ***Utilities and Stormwater Drainage***

**Utilities:** The Project site has immediate access to utilities, including water, sewer, electricity, natural gas, and communications infrastructure. **Table 2-1** lists anticipated utility service agencies that would serve the Proposed Project.

**Table 2-1. Local Utility Agencies in the Project Area**

Utility Service	Utility Agency
Water Supply	Golden State Water
Sanitary Sewer	City of Norwalk
Stormwater Management	City of Norwalk
Electrical Service	Southern California Edison
Natural Gas Service	SOCAL Gas (Sempra)
Data and Phone Service	Frontier Communications, AT&T
Fire Protection Service	Los Angeles County Fire Department

**Stormwater Drainage:** Site runoff would be managed and discharged according to the Municipal Regional Stormwater Permit for the Los Angeles Region (Los Angeles RWQCB Order No. R4-2012-0175, as amended by State Water Board Order WQ 2015-0075). There are existing catchbasins along Bloomfield Avenue (owned/maintained by the City of Norwalk and Los Angeles County Public Works), which convey stormwater to the Los Angeles County storm water infrastructure system. The Proposed Project's stormwater system would be designed in coordination with the City of Norwalk and Los Angeles County. A stormwater retention pond may be included on the project site to manage runoff generated on-site.

## **2.4.2 Construction**

### ***Construction Methods***

**Site Preparation and Earthwork:** As detailed in the *Jurisdiction Transfer of Project Site and Decommissioning of Existing Facilities* section below, much of the project site's existing facilities (a baseball field, basketball and tennis courts, two shelters) would be removed by Metropolitan State Hospital prior to initiation of CHP's construction activities for the Proposed Project. Thus, it is anticipated that the Proposed Project's site preparation activities would be limited to those described herein.

Site preparation would include removing the existing parking lot and fencing, clearing and grubbing, grading, excavation, importing and placing fill, and compacting the fill and other materials. The existing greenhouse, netting, overhang, and other miscellaneous structures on the project site (totaling approximately 14,000 ft<sup>2</sup>), the existing paved areas (totaling approximately 10,300 ft<sup>2</sup>), and the existing perimeter fencing along Bloomfield Avenue would

be demolished and removed from the project site. It is estimated that approximately 300 cubic yards (cy) of asphalt and 500 cy of base aggregate material would need to be removed from the existing site. Clearing and grubbing of the site, including the potential removal of all onsite vegetation and trees, would be conducted using bulldozers, standard excavators, and hand labor. All demolished material and debris would be disposed of off-site at an appropriate location selected by the construction contractor. For the purposes of this analysis, the disposal site is presumed to be located within 1 hour of travel time from the Project site.

To the extent feasible, excavated soil would be reused on site. It is anticipated that approximately 3,000 cy of engineered fill would be imported to develop the site. Fill would be delivered to the Project site by conventional haul trucks (approximately 15 cy per load). Fill material would be placed with an excavator and compacted with a compactor/roller. The anticipated number of potential worker and construction-related trips for the Proposed Project's various construction phases will be finalized and provided as part of the Environmental Impact Report (EIR) for the Proposed Project.

**Buildings and Structures:** Construction of buildings and structures would include the following activities:

- delivery of tilt-up walls and/or concrete delivery, forming, and placement, and rebar placement;
- structural steel work (assembly and welding);
- installation of electrical/instrumentation work;
- masonry or tilt-up concrete wall construction; and
- installation of mechanical equipment and piping installation.

**Pipelines and Underground Utility Equipment:** Drainage, water supply, and wastewater pipelines and underground utilities would be installed in open trenches, typically using conventional cut-and-cover construction techniques. The first step in the construction process would be surface preparation, including removing any structures, pavement, or vegetation from the surface of the trench area using jackhammers, graders, pavement saws, mowing equipment, bulldozers, front-end loaders, and/or trucks. A backhoe, track-mounted excavator, or similar equipment would then be used to dig trenches for pipelines or installation of underground utility equipment. The width of the trench would generally vary between 3 and 5 ft and the depth would be approximately three times the pipeline diameter. The diameter of pipelines would vary by service flow requirements, material type and purpose.

In most locations, trenches would most likely have vertical sidewalls to minimize the amount of soil excavated and the area needed for the construction easement. Soil excavated from the trench would be stockpiled alongside the trench or in staging areas for later reuse in backfilling the trench or for fill at other on-site locations, if appropriate. Native soil would be reused for backfill to the greatest extent possible; however, it may not have the properties necessary for compaction and stability. If not reusable, the soil would be hauled off site for disposal at an appropriate disposal site.

The final step in the installation process would be to restore the ground surface. Site restoration would generally involve paving, installing landscaping, or installing erosion controls, as necessary. This phase would include sidewalk and street resurfacing improvements along the project site.

### ***Construction Equipment***

The main pieces of equipment that might be used are as follows:

- track-mounted excavator
- small crane
- end dump truck
- 10-wheel dump truck
- paving equipment
- flat-bed delivery truck
- concrete truck
- grader
- bulldozer
- backhoe
- compactor
- front-end loader
- water truck
- forklift
- compressor/jack hammer
- boom truck
- mowing equipment (e.g., weed eater, commercial lawnmower)

### ***Construction Fencing***

The construction area would be fenced for safety and security.

### ***Jurisdiction Transfer of Project Site and Decommissioning the Existing Facilities***

To support implementation of the Proposed Project, Metropolitan State Hospital would transfer jurisdiction of the Proposed Project site on the eastern side of 11401 Bloomfield Avenue to the CHP. As part of this change of jurisdiction, prior to Metropolitan State Hospital vacating the project site, Metropolitan State Hospital would remove all manmade material that is unaffixed to the project site, including existing structures, equipment, litter, and debris.

### ***Construction Schedule***

Construction of the Proposed Project is anticipated to last for approximately 24 months, and may begin in 2020 and end in 2022. Within this timeframe, the majority of construction work that involves the use of operating equipment would be performed within a 15-month period. Construction activities would typically be performed Monday through Friday between 7 a.m. and 6 p.m. After-hours work and work on Saturdays, Sundays, and State holidays would be permitted at the discretion of the State of California.

## 2.4.3 Existing and Proposed Operations

### *Existing Operations*

The existing CHP Santa Fe Springs Area Office at 10051 Orr and Day Road includes an 8,125-square-foot office building with the vehicle maintenance area incorporated and the communications tower on the roof, a small storage building and several storage containers, 75 stalls for secured and visitor parking, and fuel island and storage tank, comprising a total of approximately 1.2 acres (approximately 50,000 ft<sup>2</sup>). The site includes an emergency generator that operates approximately 100 hours annually.

As shown in **Table 2-2**, the CHP Santa Fe Springs Area Office has 122 uniformed CHP officers and 24 non-uniformed support personnel, and is operated 7 days per week, 24 hours per day by shift employees. Shifts generally run from 6 a.m. to early afternoon, early afternoon to 10 p.m., and 10 p.m. to 6 a.m. Most non-uniformed staff are present from 8 a.m. to 5 p.m., Monday through Friday.

### *Proposed Project Operations*

#### **Employees and Vehicle Equipment Use**

To fulfill its law enforcement and public safety activities at all times, the proposed CHP facility would be staffed 7 days a week, 24 hours a day by shift employees, with shifts similar to those of the existing area offices.

The Proposed Project is projected to have 159 employees comprising 30 civilian support staff members and 129 uniformed CHP personnel over the next 10 years. The average vehicle miles traveled by each CHP staff person at the Project site would remain approximately the same as that for the existing area office. Overall, average vehicle miles traveled to and from the new office would increase incrementally based on the increased number of personnel who would be employed at the new office. Table 2-2 compares the number of employees associated with the existing and proposed facilities.

**Table 2-2.** Comparison of Staffing Levels at Existing Santa Fe Springs Area Office, and Proposed Santa Fe Springs Area Office

	<b>Existing CHP Santa Fe Springs Area Office</b>	<b>Proposed CHP Area Office (10-year projection)</b>
Employees (Total)	146	159
Uniformed Officers (Total)	122	129
Other Staff	24	30

## Facility Operation

Operation of the CHP Santa Fe Springs Area Office would require periodic deliveries of automotive service equipment and materials (e.g., oil, lubricants, tires, etc.), fuel, office supplies and other equipment. Fuel would be delivered approximately monthly. Hazardous materials stored on site (e.g., used oil and used tires) would be transported approximately quarterly to an appropriate local hazardous waste facility for disposal or recycling. Fuel would be delivered approximately monthly. Other hazardous material (e.g., oil) would generally be delivered quarterly, or as needed.

Similar to the existing CHP Santa Fe Springs Area Office operations, the Proposed Project operations would include periodic office building alarm tests and vehicle siren tests during daily shift changes. Shift change tests are a mandatory practice that involves testing sirens, vehicle lights, and the vehicle camera. In general, as shifts change, CHP vehicle sirens would be tested briefly to ensure functionality before vehicles leave the project site. The office building alarm would be part of the fire protection system for the facility and would always be active. The alarm would be tested every 6 months and emit a loud alert typically lasting 30 seconds.

## 2.5 Permits and Approvals

The permits and regulatory compliance requirements, along with the responsible or permitting agency, are described for the Proposed Project in **Table 2-3**.

**Table 2-3.** Applicable Permit and Regulatory Requirements

Regulatory Agency	Law/Regulation	Purpose	Permit/ Authorization Type
Los Angeles Regional Water Quality Control Board	Clean Water Act Section 402 Porter Cologne Water Quality Control Act	National Pollutant Discharge Elimination System (NPDES) program regulates discharges of pollutants	Notification under NPDES General Construction Permit Compliance with NPDES Regional Municipal Stormwater Permit
South Coast Area Air Quality Management District	Regulation 10	Stationary Source Permits for emergency generator, refueling station, storage tanks	Permit to Construct and Permit to Operate
California Department of Transportation (Caltrans) – District 7	Section 660 of the California Streets and Highways Code	Potential encroachment into Caltrans right-of-way	Encroachment permit, if necessary
Southern California Edison (SCE)	SCE Policies and Requirements	Establish compliance with company policies	Encroachment permit and electric connection approval

<b>Regulatory Agency</b>	<b>Law/Regulation</b>	<b>Purpose</b>	<b>Permit/ Authorization Type</b>
Southern California Gas (SCG)	SCG Policies and Requirements	Establish compliance with gas company policies	Encroachment permit and gas connection approval
City of Norwalk	Storm water connection	Confirm stormwater infrastructure design requirements	Coordination with the City
Los Angeles County Fire Department	New water supply, fire hydrants, and sewer line connections	Establish water supply, fire hydrant, and sewer connections at the Project site	Conditional Water and Sewer Use and Connection Permits Coordinate with City

1

## Chapter 3

### ENVIRONMENTAL CHECKLIST

- |  |   |
|--|---|
| <b>1. Project Title</b>  | CHP Santa Fe Springs Area Office Replacement Project  |
| <b>2. Lead Agency Name and Address</b>                                 | California Highway Patrol<br>601 N. Seventh Street, Building<br>Sacramento, California 95811  |
| <b>3. Contact Person, Phone Number and Email</b>                       | Chuck King, Asst. Chief<br>santa-fe-springs-comments@chp-ceqa.com   |
| <b>4. Project Location and Assessor's parcel number (APN)</b>          | The project is located at 11401 Bloomfield Avenue in Norwalk, California. The project would develop one parcel totaling 6 acres (off of the existing APN 8025-003-902).   |
| <b>5. Property Owner(s)</b>  | State of California   |
| <b>6. General Plan Designation</b>                                     | Institutional   |
| <b>7. Zoning</b>   | Institutional   |
| <b>8. Description of Project</b>                                       | See Chapter 2, <i>Project Description</i>   |
| <b>9. Surrounding Land Uses and Setting</b>                            | The land that the Project site will be constructed on is currently owned and used by the Department of State Hospitals (DSH) and contains recreational facilities (landscaped lawn area, baseball field, basketball court, greenhouse, and a plant nursery) for residents of the hospital. Surrounding land uses include DSH-Metropolitan facilities to the north, south, and west of the Project site. Bloomfield Avenue borders the site on the east, and commercial/industrial buildings (ACI International, Fleetwash, and Kelly Pipe Company) are located further to the east. |
| <b>10. Other Public Agencies whose Approval or Input May Be Needed</b> | Los Angeles Regional Water Quality Control Board (RWQCB), South Coast Air Quality Management District, (SCAQMD) Southern California Edison (SCE), Southern California Gas Company (SoCalGas), City of Norwalk.  |

**11. Hazards or Hazardous Materials**

The Project site is not located on the lists enumerated under Section 65962.5 of the Government Code, including, but not limited to, lists of hazardous waste facilities.

**12. Native American Consultation**

No Native American tribes traditionally and culturally affiliated with the project area have requested consultation pursuant to Public Resources Code section 21080.3.1 for the Proposed Project.

1

2 This chapter of the Initial Study assesses the environmental impacts of the California  
3 Highway Patrol (CHP) Santa Fe Springs Area Office Replacement Project (Proposed Project)  
4 based on the environmental checklist provided in Appendix G of the California Environmental  
5 Quality Act (CEQA) Guidelines. The environmental resources and potential environmental  
6 impacts of the Proposed Project are described in the individual subsections below. Each  
7 section (3.1 through 3.20) provides a brief overview of the existing environmental conditions  
8 for that resource to help the reader understand the conditions that could be affected by the  
9 Proposed Project. In addition, each section includes a discussion of the rationale used to  
10 determine the significance level of the Proposed Project's environmental impact for each  
11 checklist question. For environmental impacts that have the potential to be significant,  
12 impacts will be further evaluated in an environmental impact report (EIR).



## 1 **Environmental Factors Potentially Affected**

2 The environmental factors checked below would potentially be affected by the Proposed  
3 Project, as indicated by the checklist on the following pages.

- |   |   |
|---|---|
| <input type="checkbox"/> Aesthetics                                 | <input type="checkbox"/> Land Use/Planning                    |
| <input type="checkbox"/> Agriculture and Forestry Resources         | <input type="checkbox"/> Mineral Resources                    |
| <input checked="" type="checkbox"/> Air Quality                     | <input checked="" type="checkbox"/> Noise                     |
| <input checked="" type="checkbox"/> Biological Resources            | <input type="checkbox"/> Population/Housing                   |
| <input checked="" type="checkbox"/> Cultural Resources              | <input type="checkbox"/> Public Services                      |
| <input checked="" type="checkbox"/> Energy                          | <input type="checkbox"/> Recreation                           |
| <input type="checkbox"/> Geology/Soils                              | <input checked="" type="checkbox"/> Transportation            |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions        | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Utilities/Service Systems            |
| <input type="checkbox"/> Hydrology/Water Quality                    | <input type="checkbox"/> Wildfire                             |
|   | <input type="checkbox"/> Mandatory Findings of Significance   |

4

## Determination

The conclusions and recommendations contained herein are professional opinions derived in accordance with current standards of professional practice. They are based on a review of sources of information cited in this document, and the comments received, conversations with knowledgeable individuals; the preparer's personal knowledge of the area; and, where necessary, a visit to the site.

On the basis of this initial evaluation:

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

Signature

Date

Name: Chuck King, Asst. Chief

California Highway Patrol

## 1 **3.1 AESTHETICS**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2

### 3 **3.1.1 Regulatory Setting**

#### 4 ***Federal Laws, Regulations, and Policies***

5 No federal regulations are applicable to aesthetics in relation to the Proposed Project.

#### 6 ***State Laws, Regulations, and Policies***

7 In 1963, the California State Legislature established the California Scenic Highway Program,  
 8 a provision of the Streets and Highways Code, to preserve and enhance the natural beauty of  
 9 California (California Department of Transportation [Caltrans] 2018a). The state highway  
 10 system includes designated scenic highways and those that are eligible for designation as  
 11 scenic highways.

12 There are no designated or eligible scenic highways within the Project vicinity; the nearest  
 13 eligible state scenic highway is State Route (SR) 57 located approximately 11 miles east of  
 14 the Project site (Caltrans 2018b).

### 3.1.2 Environmental Setting

The Project site is located in northeastern City of Norwalk, California on a parcel adjacent to Bloomfield Avenue to the east (see Figure 2-1). The Project site is relatively flat and is within the northeastern corner of the DSH-Metropolitan hospital campus. The existing site contains a mowed lawn area with shrubs and mature trees and is occupied by a baseball field, basketball court, greenhouse and plant nursery, and a covered overhang. The Project site is characterized by the hospital facilities to the north, south, and west as well as commercial/industrial uses to the east of Bloomfield Avenue.

Hospital facilities located closest to the Project site include residences, treatment wards, an assembly hall (James Hall), a social gathering facility (the Oasis building), offices, a religious center, and a library. A transitional, state-licensed residential facility for adults who have mental illnesses, called Homes for Life, is also just north of the Project site along Elm Street. Figure 2-2 shows the Project site and surrounding area. The following sections provide further detail on the Project site's existing visual setting and sensitive receptors near the Project site.

#### ***Visual Character and Quality of the Site***

As described above, the Project site is characterized by the hospital campus which is comprised of a combination of a grassy lawn area, landscaping, recreational facilities, and a greenhouse and nursery. The visual character is also influenced by the adjacent hospital facilities including residences, office buildings, the Oasis building, religious center and library. While the Project site is characterized by the hospital campus, the area surrounding the Project site to the east has an urban character marked by the industrial and commercial structures. The visual quality of the site is moderate and characteristic of surrounding hospital campus uses to the west.

#### ***Light and Glare***

Nighttime lighting is necessary to provide and maintain safe environments. Light that falls beyond the intended area of illumination is referred to as "light trespass." The most common cause of light trespass is spillover light, which occurs when a lighting source illuminates surfaces beyond the intended area, such as when building security lighting or parking lot lights shine onto neighboring properties. Spillover light can adversely affect light-sensitive uses, such as residences, at night. Both light intensity and fixtures can affect the amount of light spillover. Modern, energy-efficient fixtures that face downward, such as shielded light fixtures, are typically less obtrusive than older, upward-facing light fixtures.

Glare is caused by light reflections from pavement, vehicles, and building materials, such as reflective glass, polished surfaces, or metallic architectural features. During daylight hours, the amount of glare depends on the intensity and direction of sunlight.

The most notable sources of lighting in the Project vicinity are from street lights on the surrounding roads, adjacent buildings on the hospital campus, lighting at the nearby industrial and commercial uses, and lighting at residential homes to the north and south. Vehicles traveling on Bloomfield Avenue are another source of lighting, particularly during nighttime hours.

## ***Scenic Highways and Corridors***

There are no officially designated or eligible to be designated state scenic highways within the vicinity of the Project site (Caltrans 2018b).

## ***Viewer Sensitivity***

Viewer sensitivity is another consideration in assessing the effects of visual change. Sensitivity is a function of factors such as the visibility of resources in the landscape, proximity of viewers to the visual resource, elevation of viewers relative to the visual resource, frequency and duration of views, number of viewers, and types and expectations of individuals and viewer groups.

Existing views of the Project site were captured from five key observation points (KOPs), as shown on **Figure AES-1**. These photographs have been selected as being representative of the types of visual resources that are present in each area.

Views of the Project site and vicinity from each of these KOPs are described as follows:

- **KOP 1:** This KOP shows a typical view of the southeastern corner of the Project site from Bloomfield Avenue and South Circle. This KOP captures a typical view from the perspective of motorists traveling north along Bloomfield Avenue. As shown in the photo, prominent features in the foreground include the road itself, mature trees, metal fencing, and overhead power lines and wooden utility poles. From this viewpoint, the baseball field, lawn area, and hospital facilities are also visible. In general, this viewpoint is urban in character marked by the road, fencing, landscaped trees, and power lines and poles.
- **KOP 2:** This KOP shows a typical view of the northeastern portion of the Project site from Bloomfield Ave and North Circle. This shows a typical view from the perspective of pedestrians and employees working at the commercial/industrial building to the east of this intersection. From this KOP, views include mature trees, flag poles, overhead utility poles and electric lines, grassy lawn area, paved sidewalks, and two-story hospital facilities can be seen. This viewpoint is urban in character marked by the road, utility poles, manicured lawn, and existing buildings.
- **KOP 3:** This KOP shows a view from an unoccupied residential cottage located immediately south of the Project site along South Circle, on the DSH-Metropolitan campus. From this KOP, a parking lot, the baseball field, mature trees, lawn area, and other hospital facilities can be seen. This viewpoint is urban and recreational in character marked by the mixed uses within and surrounding the site including the baseball field, manicured lawn, and hospital facilities.
- **KOP 4:** This KOP shows a view of the western portion of the Project site from James Hall, an assembly hall remodeled in 1992, situated west of the Project site on the DSH-Metropolitan campus. From this viewpoint, a paved driveway, grassy lawn, and mature trees are visible. The Elm Street Homes for Life is also partially visible as well.
- **KOP 5:** This KOP shows a typical view from Elm Street Homes for Life, which is located near the northwestern side of the Project site along Elm Street. This view

includes a parking lot, basketball court, lawn area, mature trees, and fencing. This viewpoint is urban and recreational in character marked by the basketball court, lawn, and parking lot.

### ***Viewer Groups***

Viewer groups in the vicinity of the Project site and their sensitivity to visual changes are described below. Viewer groups with visual access to the Project site are divided into the categories of hospital staff and patients, motorists, patrons and staff of nearby businesses, and residents.

#### **Hospital Staff and Patients**

As stated above, the Project site is surrounded by hospital facilities to the north, west and south. Patrons of these facilities primarily include hospital staff and patients. While staff may have a higher sensitivity due to their frequency and duration of views, staff are expected to be focused on job duties (e.g., attending to patients) and less so on views of the surrounding area. Viewer sensitivity of patients is moderate as they are typically at the hospital for health care purposes and their typical stay at a hospital is short-term. In addition, views looking out toward the Project site from nearby hospital buildings would be limited due to the number of windows exposed to the Project site. KOP 4 represents a typical view from James Hall, an assembly hall remodeled in 1992 on the hospital campus, which may be seen by hospital staff and patients.

#### **Motorists**

Motorists traveling on Bloomfield Avenue have views of the Project site (KOPs 1 and 2). Motorists' views would be temporary, and they would have limited expectations of the setting. This road is not considered to be a scenic vista or byway. As such, the sensitivity of motorists' views is considered low.

#### **Patrons and Staff of Nearby Businesses**

Industrial and commercial businesses are located to the east of the Project site along Bloomfield Avenue. Patrons of these establishments likely visit on an infrequent and temporary basis, with limited expectations of the surrounding setting. Employees would have a higher sensitivity due to their frequency and duration of views. However, nearby buildings are partially screened by landscaping trees, fencing, and utility poles along Bloomfield Avenue. Employees working at adjacent industrial and commercial businesses also have limited viewing expectations as the majority of their job functions are conducted indoors. As such, employees and patrons of nearby commercial/industrial businesses would have a reduced sensitivity.

#### **Residential**

As described above, Elm Street Homes for Life (transitional residential facility for homeless adults with mental illness) is located within the hospital campus immediately to the north of the Project site. Two other Homes for Life residences may have partial views of the Project site: Cedar Street Homes, along Cedar Street behind Elm Street Homes, and Birch Grove Homes, along North Circle Drive west of Cedar Street. Residents generally have a higher visual sensitivity due to their frequency and longer duration views of the Project site.



\\h2c-server\GIS\_Server\PROJECTS\15002\_CHP\_CEOA\mxd\Santa Fe Springs\Figure\_AES\_1\_KOP.mxd PG 2/4/2019



Prepared by:



Prepared for:  
California Highway Patrol



Key Observation Points (KOPs)



Proposed New Facility Site



0 250 500  
Feet

**Figure AES-1**  
**Views Surrounding Proposed Project Site**

**Santa Fe Springs Area Office Replacement Project**  
**Initial Study**





**KOP 1:** Existing view looking northwest towards the southern portion of the Project site from Bloomfield Avenue.



**KOP 2:** Existing view looking west towards the northern portion of the Project site from Bloomfield Avenue.

Prepared by:



Prepared for:  
California Highway Patrol

**Figure AES-2.  
Existing Views from KOPs 1 and 2**

**Santa Fe Springs Area Office Replacement Project  
Initial Study**





**KOP 3:** Existing view looking north towards the southern portion of the Project site from an unoccupied residential cottage located immediately south of the Project site along South Circle.



**KOP 4:** Existing view looking east towards the Project site from James Hall, which is situated west of the Project site on the DSH-Metropolitan campus.

Prepared by:



Prepared for:  
California Highway Patrol

**Figure AES-3.  
Existing Views from KOPs 3 and 4**

**Santa Fe Springs Area Office Replacement Project  
Initial Study**



**KOP 5:** Existing view looking southeast towards the Project site from Elm Street Homes for Life on the DSH-Metropolitan campus.

Prepared by:



Prepared for:  
California Highway Patrol

**Figure AES-4.**  
**Existing View from KOP 5**

**Santa Fe Springs Area Office Replacement Project**  
**Initial Study**

### 3.1.3 Discussion of Checklist Responses

#### a. Adverse effects on scenic vistas—*Less than Significant*

A scenic vista is generally considered a view of an area that has remarkable scenery or a natural or cultural resource that is indigenous to the area. No scenic vistas have been officially designated for the Project site or vicinity in the City's General Plan. The Project site is in an urban area surrounded by hospital campus facilities and industrial and commercial uses.

Construction activities associated with the Proposed Project would cause some temporary visual changes in the Project site. A variety of construction equipment, as listed in Section 2.4.2, "Construction," would be present during construction. The temporary presence of this equipment and associated construction activities would be out of character for the area as the site is within a hospital campus. No equipment would be present on the Project site after completion of the construction phase of the Proposed Project. Because construction would be temporary and the site is not located within a scenic vista, construction impacts would be less than significant.

The Proposed Project would result in aboveground physical changes to the Project area, including the presence of:

- buildings and enclosures,
- aboveground tanks,
- parking areas,
- 6-foot-tall concrete-block masonry fence with 2-foot metal pickets along with metal rolling gates,
- 24-hour exterior lighting meeting CHP safety protocols,
- three metal flagpoles, each 25 feet (ft) high,
- CHP monument sign near the visitor parking area,
- vehicle fueling area that would include a canopy over the fueling area, and
- 148-foot tall steel lattice communications tower.

Figure 2-3 shows the Project's conceptual site plan, and Figure 2-4 shows conceptual cross-section views of the replacement CHP Area Office. The Proposed Project would result in a visual change as the site is mostly undeveloped consisting of a mowed lawn area, shrubs and mature trees, a baseball field, basketball court, and a greenhouse and plant nursery. Motorists traveling on Bloomfield Avenue would have clear but fleeting views of the CHP Area Office. Employees working at the commercial and industrial buildings located along Bloomfield Avenue would also have views of the CHP Area Office, though their sensitivity is somewhat reduced as their views would be limited by the number of windows exposed toward the Project site and are expected to be focused on their work. Residents, patients and hospital

employees to the north and west of the CHP Area Office would potentially have clear views of the main office building and the communications tower (see KOPs 4 and 5).

The 148-foot-tall communications tower would be the most prominent visual feature on the Project site. The specific tower location on the Project site is unknown at this time and will be identified during final design but, due to the tower's height, it would likely be visible from all KOPs. The tower would be the tallest structure in the Project area and would likely be seen from a wide area around the Project site. It would be most prominent to viewers on the hospital campus including residents, employees, and patients. However, as stated above, the tower is not projected to block or alter any scenic vistas. As discussed above, patients and staff working at the hospital have a somewhat reduced sensitivity to the surrounding viewshed due to the limited number of windows exposed to the Project site. Hospital staff are also expected to be focused on their job functions and patients are expected to be at the hospital for health care purposes, not for viewing pleasure. Thus, both viewer groups are thought to have limited expectations for scenic views.

Although the CHP Area Office would be visible to facilities associated with the hospital, passerby motorists, and patrons/businesses to the east of the Project site, these changes would be generally consistent with the current urban visual character of the area and would not substantially degrade the quality of views for these viewer groups. The CHP Area Office would substantially alter views from Elm Street Homes for Life. The CHP Area Office would also be partially visible to residents of Birch Grove Homes, located along North Circle Drive west of Cedar Street, and Cedar Grove Homes located along Cedar Street behind Elm Street Homes for Life, though such views are partially obscured by mature trees. While the Project would result in a permanent visual change, there are no designated scenic vistas in the Project area that would be affected by the Proposed Project.

Therefore, overall, this impact would be **less than significant**.

**b. Damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway—*No Impact***

The Project site is not visible from any officially designated or eligible to be designated state scenic highway. Therefore, the Proposed Project would not adversely affect views from a state scenic highway. **No impact** would occur.

**c. Changes to existing visual character or quality in non-urbanized areas or conflict with applicable zoning and other regulations governing scenic quality in urbanized areas—*Less than Significant***

The nature of the Project site's existing visual character is urban, represented primarily by the hospital campus buildings nearby, recreational facilities, and industrial and commercial buildings to the east of Bloomfield Avenue. The Project site itself is flat with a grassy lawn, a baseball field, basketball court, a covered overhang, and a greenhouse and nursery.

Construction activities associated with the Proposed Project could result in temporary changes to the visual character of the area due to the presence of construction crews and



heavy equipment. However, the duration of construction would be temporary (anticipated to last for approximately 2 years) and the scale of changes in views would be limited to the surrounding businesses, hospital employees and patients, passerby motorists, and some residents. Therefore, during construction, this impact would be less than significant.

Figure 2-3 and Figure 2-4 show conceptual site plans and cross-sectional views of the replacement CHP Area Office. As described in impact discussion a., structures that would be most prominent include the exterior concrete wall surrounding the parking lot, the main office building, and the communications tower. The main area office building and communications tower would introduce a greater degree of development on the Project site when compared to the existing hospital buildings, which are at a more human scale<sup>1</sup>. However, the proposed facilities would be compatible in scale and type with other surrounding development including the industrial and commercial buildings to the east of the Project site and would be consistent with the urban nature of the Project vicinity. Landscaping would also be installed on the Project site, which would improve the aesthetic conditions at the Project site. Therefore, this impact would be **less than significant**.

#### d. New sources of light or glare—*Less than Significant*

Several existing sources of light and glare are present in the area surrounding the Project site. Street lights are located on roads surrounding the Project site and outside nearby hospital campus buildings. The industrial and commercial buildings to the east of the Project site have parking lot lighting as well. As a result, nighttime lighting is already present in the area. During the day, the most notable source of glare is from sunlight reflecting off passing vehicles as well as the rooftops and sides of the surrounding buildings.

Operation of the Proposed Project would include use of nighttime security lighting throughout the site. This would include lighting dispersed throughout the facilities, as well as in the parking area, illuminating three on-site flag poles and illuminating the CHP monument sign (see Figure 2-3 in Chapter 2, *Project Description*). Aside from the flag pole lighting, all exterior lighting would be directed downward to reduce light dispersion. The flag poles require specialized lighting because of their height. However, flagpoles are typically located near the front of the office building within the interior of the site, so the upward-aimed lighting would not spill over onto adjacent properties, and would not create a substantial visual contrast with the night sky.

Nighttime lighting at the Project site could be visible to motorists driving by. However, all lighting except for the flagpole lighting would be directed downward and thereby prevent light from falling onto surrounding properties.

---

<sup>1</sup> Human scale is an architectural and planning term that refers to a type of building design that uses familiar forms and elements interpreted in human dimensions, such that larger buildings do not dwarf pedestrians. Examples could include articulating the number of floors in a building, dividing buildings horizontally, using changes in building mass, or direction, or a distinct pattern of divisions on surfaces, windows, and small scale lighting. (ChangeLab 2019).

1       The windows and buildings of the new structures and steel material of the communications  
2       tower could create new sources of glare. Daytime glare can cause an annoyance for viewers  
3       and a potential safety hazard for motorists. However, the proposed buildings and ancillary  
4       structures would not significantly affect viewers or motorists because they would be located  
5       away from roadways behind the perimeter wall and fencing and would not generate  
6       substantial glare. The communications tower is not anticipated to represent a source of glare  
7       that would be substantial enough to create annoyance relative to existing conditions. As a  
8       result, the impacts related to glare and nighttime lighting would be **less than significant**.

## 1 **3.2 AGRICULTURAL RESOURCES**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use in a manner that will significantly affect timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, or other public benefits?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment that, because of their location or nature, could result in a conversion of Farmland to a nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2

### 3 **3.2.1 Regulatory Setting**

#### 4 ***Federal Laws, Regulations, and Policies***

5 No federal regulations are applicable to agricultural resources in relation to the Proposed  
6 Project.

## ***State Laws, Regulations, and Policies***

### **Farmland Mapping and Monitoring Program**

The Farmland Mapping and Monitoring Program (FMMP), administered by the California Department of Conservation (CDOC), produces maps and statistical data for use in analyzing impacts on California's agricultural resources (CDOC 2016a). FMMP rates and classifies agricultural land according to soil quality, irrigation status, and other criteria. Important Farmland categories are as follows (CDOC 2016a):

***Prime Farmland:*** Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. These lands have the soil quality, growing season, and moisture supply needed to produce sustained high yields. Prime Farmland must have been used for irrigated agricultural production at some time during the 4 years before the FMMP's mapping date.

***Farmland of Statewide Importance:*** Farmland similar to Prime Farmland, but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Farmland of Statewide Importance must have been used for irrigated agricultural production at some time during the 4 years before the FMMP's mapping date.

***Unique Farmland:*** Farmland of lesser quality soils used for the production of the state's leading agricultural crops. These lands are usually irrigated but might include non-irrigated orchards or vineyards, as found in some climatic zones. Unique Farmland must have been cropped at some time during the 4 years before the FMMP's mapping date.

***Farmland of Local Importance:*** Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.

### **California Land Conservation Act of 1965 (Williamson Act)**

The California Land Conservation Act of 1965 (commonly referred to as the Williamson Act) allows local governments to enter into contracts with private landowners for the purpose of preventing conversion of agricultural land to non-agricultural uses (CDOC 2016b). In exchange for restricting their property to agricultural or related open space use, landowners who enroll in Williamson Act contracts receive property tax assessments that are substantially lower than the market rate.

## **3.2.2 Environmental Setting**

The Proposed Project is located in a developed area in the City of Norwalk. There are no agricultural operations immediately surrounding the Project site. Apart from recreational, storage, and a greenhouse/nursery structures on the 6-acre Project site, the majority of the site is a mowed lawn area with shrubs and trees. The greenhouse/nursery structures on the Project site are actively used as patient treatment space. The site is zoned as "industrial" by the City of Norwalk – a designation for land uses that provide public services, not agriculture (City of Norwalk General Plan 2014). The City of Norwalk Zoning Ordinance does not contain an Agriculture Zone, and therefore no land within the City limits is zoned for agriculture (City of Norwalk General Plan 1996). Historically, according to hospital staff, the hospital land



including the Project site, were agricultural prior to hospital construction (before 1926), but historical maps did not indicate signs of agricultural uses (Avocet Environmental, Inc [Avocet] 2018). Following the construction and early operation of the hospital, the Project site has had patient units, grassed and landscaped areas and a small stream channel around 1928. No Prime Farmland or Farmland of Statewide or Local Importance is designated in the City of Norwalk or surrounding area, including the Project site by the California Department of Conservation (CDOC 2016c). The Project site has not been surveyed for agricultural land in FMMP maps; however, if the Natural Resource Conservation Service (NRCS) classifies land use capability as class I or class II it may also be considered “prime agricultural land” (Government Code 51201). The soil in the Project site is Urban land-Thums-Pierview complex (1134), which has a land capability classification of 3e (NRCS 2018). This classification is not considered prime agricultural land. However, the NRCS farmland classification of this soil is “prime farmland if irrigated” (NRCS 2018). The minimal mapping unit for farmland mapping categories is 10 acres, making the 6-acre project area too small to be designated as prime farmland by the CDOC (CDOC 2016a). Therefore, it would likely be incorporated into the surrounding map classifications as “urban and built up land” (CDOC 2016a). No land under Williamson Act contract is located on or near the Project site (CDOC 2016d).

### 3.2.3 Discussion of Checklist Responses

#### **a, e. Convert farmland to non-agriculture use, or result in conflicts with or loss of agricultural or forest lands—*Less than Significant***

As described above, some trees in the lawn area, a greenhouse, and small plant nursery are present on the Project site. No land within or adjacent to the Project area is classified as farmland by the FMMP, however the NRCS classified the soil on the Project site as “prime farmland if irrigated”. Even with the “prime farmland if irrigated” soil designation, the parcel is not well suited for farming due to its incompatible land use designation, conflicting surrounding urban and industrial land uses, and its relatively small size. The construction of the Proposed Project would result in the removal of the existing greenhouse and plant nursery and would result in a minor reduction of area available for agricultural activities, but would not result in significant conversion of agricultural land to non-agricultural use. Operation of the Proposed Project would not affect agricultural or forest lands in the area. Likewise, no agricultural or forestry activity is present on the existing CHP Santa Fe Springs facility property; therefore, decommissioning and transferring these existing facilities would not result in the conversion of farmland to non-agricultural use. This impact would be **less than significant**.

#### **b-c. Conflict with existing zoning for agriculture use, Williamson Act Contract, or forest land or timber land—*No Impact***

The site is zoned for institutional use and not for agricultural use by the City of Norwalk. Existing land uses in the vicinity of the Project site are institutional, low-density residential, industrial and commercial. There are currently actively-used greenhouse and plant nursery structures on site; no other agricultural activity is immediately surrounding the Project site and no land on or immediately surrounding the site is enrolled in a Williamson Act contract. There are also no forest or timber lands. Therefore, the Proposed Project would not conflict

1 with existing zoning for agriculture use or forest land, or with Williamson Act contracts.  
2 There would be **no impact**.

3 **d. Result in the loss of forest land or conversion of forest land to non-forest**  
4 **use—*No Impact***

5 No forestry resources currently exist in the Project site. The unpaved portions of the Project  
6 site primarily consist of mowed lawn areas with shrubs and trees, while others have ruderal  
7 vegetation and bare ground. Construction and operation of the Proposed Project would not  
8 affect forest land. **No impact** would occur.

### 1 3.3 AIR QUALITY

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
When available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 2 3.3.1 Regulatory Setting

3 The Clean Air Act is implemented by the United States (U.S.) Environmental Protection  
 4 Agency (USEPA) and sets ambient air limits, the National Ambient Air Quality Standards  
 5 (NAAQS), for six criteria pollutants: particulate matter of aerodynamic radius of 10  
 6 micrometers or less (PM10), particulate matter of aerodynamic radius of 2.5 micrometers or  
 7 less (PM2.5), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), ground-level ozone, and lead. Of  
 8 these criteria pollutants, particulate matter and ground-level ozone pose the greatest threats  
 9 to human health.

10 The California Air Resources Board (CARB) sets standards for criteria pollutants in California  
 11 that are more stringent than the NAAQS and include the following additional contaminants:  
 12 visibility-reducing particles, hydrogen sulfide, sulfates, and vinyl chloride.

13 The Proposed Project is located in Southern Los Angeles County, which is within the South  
 14 Coast Air Basin (SCAB or Basin). The SCAQMD manages air quality in the basin for attainment  
 15 and permitting purposes. The Basin is currently in nonattainment of state ambient air quality  
 16 standards for ozone, PM10, and PM2.5. For federal ambient air quality standards, the SCAB is

in nonattainment for ozone, PM<sub>2.5</sub>, and lead<sup>2</sup>. All other contaminants are in attainment or unclassified for state and federal ambient air quality standards (CARB 2018, USEPA 2018a, USEPA 2018b, SCAQMD 2016).

The SCAQMD has established guidelines for determining significance for air quality analyses (SCAQMD 2015), which are shown in **Table AQ-1**. Projects below these mass emission thresholds would not have a significant impact on air quality. The *Final 2016 Air Quality Management Plan* (SCAQMD 2017a) presents the District's plan for attaining federal air quality standards, particularly for ozone and PM<sub>2.5</sub>. A project must be consistent with the AQMP in order to be considered to have no significant adverse impact on air quality. Appendix IV-A (SCAQMD 2017b) contains SCAQMD's proposed stationary and mobile source control measures, including some that may be applicable to the Proposed Project.

**Table AQ-1.** Air Quality Significance Thresholds for Project Construction and Operations

Mass Daily Thresholds		
Pollutant	Construction Pounds/Day	Operation Pounds/Day
NO <sub>x</sub>	100	55
ROG	75	55
PM <sub>10</sub>	150	150
PM <sub>2.5</sub>	55	55
SO <sub>x</sub>	150	150
CO	550	550
Lead	3	3
Toxic Air Contaminants (TACs), Odor, and GHG Thresholds		
TACs	Maximum Incremental Cancer Risk $\geq 10$ in 1 million Cancer Burden $> 0.5$ excess cancer cases (in areas $\geq 1$ in 1 million) Chronic & Acute Hazard Index $\geq 1.0$ (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	

NO<sub>x</sub> = oxides of nitrogen, ROG = reactive organic gases, PM<sub>10</sub> = particulate matter of aerodynamic radius of 10 micrometers or less, PM<sub>2.5</sub> = particulate matter of aerodynamic radius of 2.5 micrometers or less, SO<sub>x</sub> = sulfur oxide, CO = carbon monoxide

Source: SCAQMD 2015.

<sup>2</sup> The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. On December 31, 2010, the Los Angeles County portion of the SCAB was designated as nonattainment for the 2008 lead NAAQS due to exceedances measured near a large lead-acid battery recycling facility.

### 3.3.2 Environmental Setting

As noted above, the Project site is located in the City of Norwalk in southern Los Angeles County in the SCAB. The SCAB is California's largest metropolitan region. The area includes the southern two-thirds of Los Angeles County, all of Orange County, and the western urbanized portions of Riverside and San Bernardino counties. It covers a total of 6,480 square miles and is home to nearly 17 million people (CARB 2011).

The Basin is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. A warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cooler surface layer, which traps the pollutants near the ground. Light winds can further limit ventilation. Additionally, abundant sunlight triggers the photochemical reactions which produce ozone and the majority of the particulate matter (SCAQMD 2017a). The average temperature in the Norwalk area is 67 degrees Fahrenheit (°F) and it receives an average of 13 inches of rain per year (World Climate 2018).

The portion of Los Angeles County that contains the Project site, within the Basin, is designated as a federal and state non-attainment area for ozone and PM<sub>2.5</sub> and federal non-attainment for lead. For PM<sub>10</sub>, it is in state non-attainment and federal maintenance. It is in attainment or unclassified for all other federal and state criteria air pollutants. Major sources of air pollution in the Basin include: on- and off-road vehicles, fuel combustion, architectural coating and consumer products, and watercraft (SCAQMD 2017a). Major sources of lead in Los Angeles County include industrial sites, aircraft, trains, and construction equipment (SCAQMD 2012). The Trojan Battery Company, which designs and manufactures deep cycle batteries, is located in Santa Fe Springs (approximately 1.9 miles northeast of the Project site). The battery company has a source-oriented monitoring station located 100 meters southwest of the facility. This monitor has demonstrated that the facility is typically below the ambient air quality standard for lead. However, elevated outdoor levels of lead were detected in 2018 and the SCAQMD issued a Notice of Violation to the facility and later the SCAQMD Hearing Board adopted an Order of Abatement requiring Trojan Battery Company to take a number of steps to reduce lead emissions (SCAQMD 2012 Lead SIP, SCAQMD 2018). The remaining areas of non-attainment for lead in Los Angeles County are near the Exide Technology Facilities and Quemetco Inc. Facility in Vernon, Commerce, and City of Industry.

Sensitive receptors are those segments of the population most susceptible to poor air quality: children, the elderly, and individuals with pre-existing serious health problems affected by air quality (e.g., asthma) (CARB 2005). Examples of locations that contain sensitive receptors are residences, schools and school yards, parks and playgrounds, daycare centers, nursing homes, and medical facilities. The Project site is on land sectioned off from the existing DSH-Metropolitan campus. Medical, residential, industrial, and office land uses are located near the Project site. DSH-Metropolitan has multiple buildings within 600 ft of the project area. The DSH-Metropolitan site has long-term care facilities and transitional housing which would make exposure to potential air pollutants at some of these facilities similar to residential exposure for adults. Similarly, Homes for Life, which is located approximately 20 ft from the edge of the Project site on the DSH-Metropolitan campus, has transitional housing that would have similar residential exposure for adults. The nearest private residences are located on Volunteer Avenue beginning 1,060 ft to the southwest. Plaza de la Raza Child Development

Services is 825 ft to the north and Vickies Kids Family Daycare is 1,775 to the southwest. Lakeland Elementary School is 3,250 ft northwest, while the nearest middle school and high school are located more than a mile away from the Project site. Kaiser Medical Clinic is 2,800 ft south of the Project site. Interstate 5 is located 1 mile southwest of the Project site.

### 3.3.3 Discussion of Checklist Responses

#### a. Conflict with or obstruct implementation of the applicable air quality plan—*Less than Significant*

A project is deemed inconsistent with air quality plans if it would result in population and/or employment growth that exceeds growth estimates included in the applicable air quality plan, which, in turn, would generate emissions not accounted for in the applicable air quality plan emissions budget. Therefore, projects need to be evaluated to determine whether they would generate population and employment growth and, if so, whether that growth would exceed the growth rates included in the relevant air quality plans. The Proposed Project's plans include increasing the number of existing employees by 10 over a decade. The SCAQMD's Final 2016 Air Quality Management Plan presents the District's plan for attaining federal air quality standards, particularly for ozone and PM<sub>2.5</sub> (SCAQMD 2017a). Since the air quality plan applicable to the Proposed Project includes population growth projections of roughly 1 million additional people each decade (SCAQMD 2017a), the Proposed Project would not result in growth exceeding estimates and is therefore consistent with the air quality plan.

The Proposed Project would follow all federal, state, and local regulations related to stationary and area sources of air pollutants, and in particular, the chemical storage tanks, refueling pumps, and emergency generator. In addition, construction will follow local air district rules and regulations for fugitive dust. Therefore, because the Proposed Project would be consistent with the applicable general plan policies and would comply with all applicable regulations for sources of air pollutants, the Proposed Project would have a **less-than-significant impact** and would not obstruct or conflict with applicable air quality plan.

#### b. Cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area—*Potentially Significant*

During construction of the Proposed Project, the combustion of fossil fuels for operation of fossil-fueled construction equipment, material hauling, and worker trips would result in construction-related criteria air pollutant emissions. These emissions will primarily include fugitive dust emissions of PM<sub>10</sub> and PM<sub>2.5</sub> as well as ozone precursor emissions of oxides of nitrogen (NO<sub>x</sub>). As shown in Table AQ-1, the Project site is in a region that is designated in non-attainment for ozone, lead, PM<sub>10</sub>, and PM<sub>2.5</sub>. It is assumed that projects that conform to the General Plan and do not have mass emissions exceeding the screening level significance thresholds would not create a cumulatively considerable net increase in emissions. The Proposed Project would comply with the SCAQMD's Rule 403, Fugitive Dust, which would minimize particulate matter emissions during the project's construction. As discussed above, during construction, PM<sub>10</sub>, PM<sub>2.5</sub>, and NO<sub>x</sub> emissions, which are an ozone precursor, could exceed the daily significance threshold. Depending on the specific construction schedule and

construction equipment that will be used for the project construction, these emissions could be **potentially significant**. These emissions will be quantified and further analyzed in the EIR.

Operational criteria air pollutant emissions would be generated by fossil-fueled equipment and motor vehicles, building energy use, and an on-site refueling pump. These emissions will primarily result in fugitive dust emissions of PM<sub>10</sub> and PM<sub>2.5</sub>. While the operational emissions will be significantly lower than the construction emissions, these emissions will be fully quantified in the EIR and may be **potentially significant** depending on the amount of fugitive dust emissions from driving on roads.

**c. Expose sensitive receptors to substantial pollutant concentrations —  
*Potentially Significant***

***Construction***

During project construction, diesel particulate matter (DPM) and gasoline fuel combustion emissions that are classified as toxic air contaminants (TACs) could be emitted from construction equipment. The construction period for the proposed CHP area office facility is short in duration (approximately 24 months). Due to the variable nature of construction activities, the generation of TAC emissions in most cases would be temporary, especially considering the short amount of time such equipment is typically operating within an influential distance that could result in the exposure of sensitive receptors to substantial concentrations. These emissions could expose sensitive receptors to substantial pollutant concentrations and will be investigated further in the EIR and therefore is **potentially significant**.

***Operation***

During Proposed Project operations, DPM could be emitted from the diesel-powered emergency generators. In addition, various gasoline-related TACs would be emitted by the refueling pump station and vehicles idling in the parking lots. TACs could include such chemicals as benzene, toluene, ethylbenzene, 1,3-butadiene, acrolein, and xylenes.

Residential and long-term medical care sensitive receptors are present in the project area. The Proposed Project's emissions associated with testing of the diesel-powered emergency generator, refueling pump station, and vehicle idling could emit TACs that could expose sensitive receptors to substantial air pollutant concentrations and will be quantified and evaluated for health impacts in the EIR. Thus, this impact is **potentially significant**.

**d. Result in other emissions (such as those leading to odors) adversely  
affecting a substantial number of people—*Less than Significant***

The Proposed Project's construction- and operation-related activities would emit the criteria pollutants discussed above as well as potentially odor-causing emissions. Diesel exhaust from construction activities may temporarily generate odors while construction of the Proposed Project is underway. Once construction activities have been completed, these odors would cease. Operational activities would also generate odors, mainly associated with gasoline and diesel fuel and exhaust and other oils and lubricants used for automobile repair; these odors

1 would be short-lived and would occur intermittently. Odors from gasoline refueling would be  
2 minimized with the use of required vapor recovery systems. Vehicle idling at the site would  
3 be minimized to the extent feasible and so would not be likely to cause odor issues for nearby  
4 sensitive receptors. Based on observations of odorous evidence at another CHP facility visited  
5 by the document authors in March 2015, odors from evidence would not be detectible outside  
6 of the evidence storage area. The land uses associated with this project are not ones that are  
7 typically odorous and are not routinely subject to SCAQMD Rule 402. Impacts related to  
8 potential other emissions adversely affecting a substantial number of people are thus  
9 expected to be **less than significant**.



## 1 3.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including marshes, vernal pools, and coastal wetlands) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted habitat conservation plan (HCP); natural community conservation plan; or other approved local, regional, or state HCP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2 3.4.1 Environmental Setting

3 The Project site is located on a relatively flat 6-acre parcel that will be carved out of the  
 4 existing 165-acre campus on the existing DSH property. Existing structures on the site include  
 5 a baseball field, greenhouse, and plant nursery. A walking path is located within the site on

the west side, beginning at North Circle Drive and extending south to South Circle Drive. Surrounding land uses include DSH's facilities, Bloomfield Avenue, and commercial/industrial uses.

The Project site contains a maintained turf grass area with shrubs and trees. No native vegetation communities occur on the site. The various existing structures and trees on the Project site provide suitable habitat for nesting birds and roosting bats.

No USFWS-designated critical habitat is located within or adjacent to the Project site.

### ***Special-Status Species***

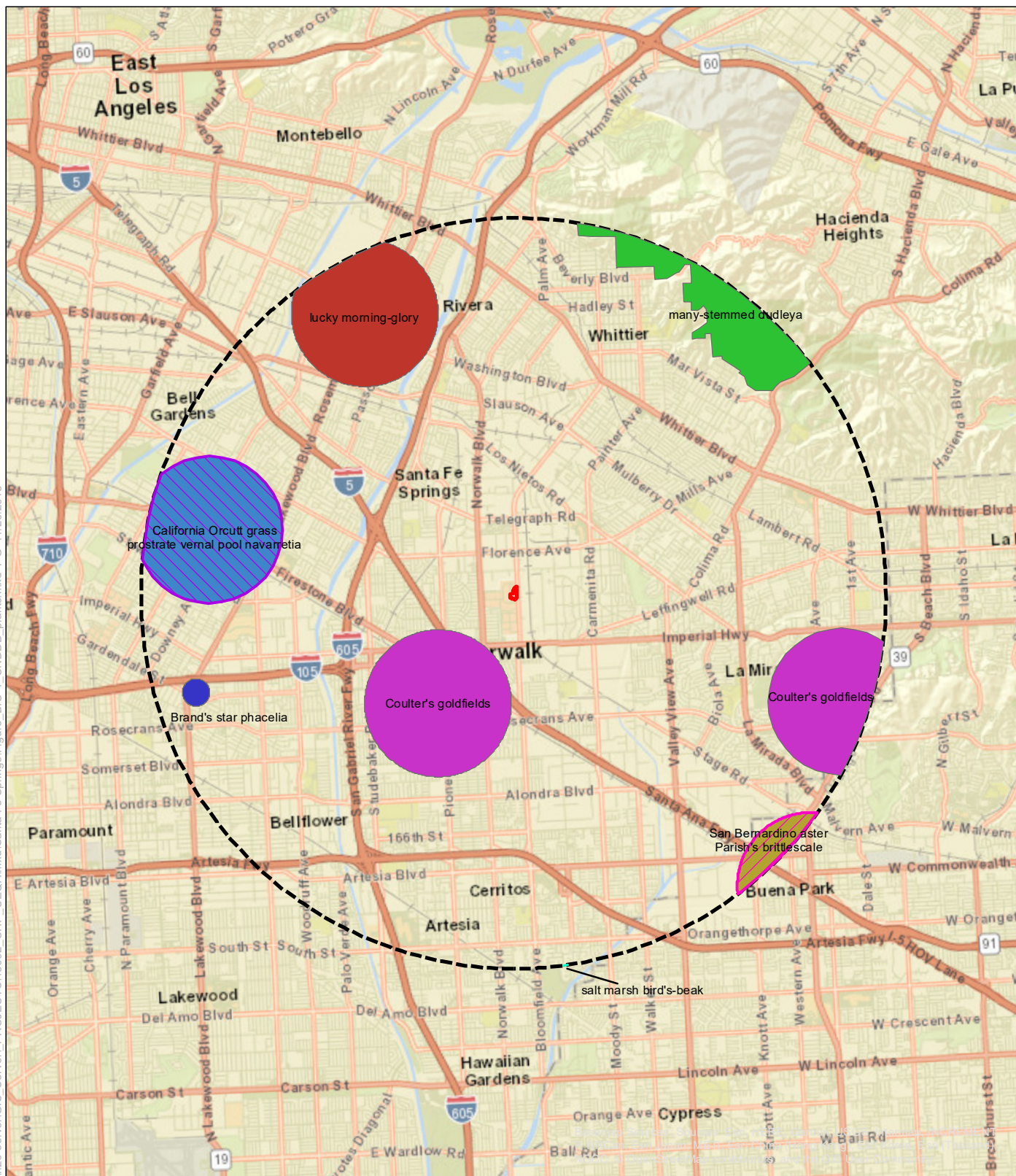
**Special-status Plants.** Thirty-nine sensitive plant species were identified in database searches associated with the Project (CDFW 2018, USFWS 2018a, CNPS 2018). Appendix A: Special-Status Species List discusses special-status plants and their potential to occur within the Project site. **Figure BIO-1** also provides locations of these species that occur within a 5-mile radius of the Project site. No special-status plants were observed within the Project site. Special-status plants are protected by state and federal regulations.

**Special-status Wildlife.** Thirty-three special-status wildlife species (including one amphibian, six reptiles, 18 birds, seven mammals, and one fish species) were identified in database searches associated with the Project (CDFW 2018, USFWS 2018a). Appendix A: Special-Status Species List discusses special-status wildlife and their potential to occur within the Project site. **Figure BIO-2** also provides locations of these species that occur within a 5-mile radius of the Project site. Of the 39 species identified, only two wildlife species (Cooper's hawk and burrowing owl) have a potential to occur on site due to the presence of suitable and marginally suitable habitat. The Project site is not within Critical Habitat for any wildlife species (**Figure BIO-3**). Special-status wildlife are protected by state and federal regulations.

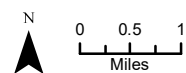
For the purposes of this assessment, special-status species are those that are listed as rare, species of concern, candidate, threatened, or endangered by USFWS or the CDFW. Special-status plant and animal species with the potential to occur in the Proposed Project area were identified through a review of the following resources:

- USFWS Information for Planning and Consultation Report (USFWS 2018a);
- California Natural Diversity Database (CNDDDB) queries for the nine USGS 7.5-minute quadrangles containing and surrounding the Project site, Los Angeles, El Monte, Baldwin Park, South Gate, Whittier, La Habra, Long Beach, Los Alamitos and Anaheim (CDFW 2018);
- California Native Plant Society's (CNPS's) Inventory of Rare and Endangered Plants of California query for the nine U.S. Geological Survey (USGS) 7.5-minute quadrangles containing and surrounding the Project site (CNPS 2018); and
- eBird.org (eBird 2018).

Special-status species with the potential to occur in the Proposed Project area are provided in Appendix A.



Prepared by:



Prepared for:  
California Highway Patrol

Project Area

Five Mile Buffer

**Plant Occurrences**

salt marsh bird's-beak

Brand's star phacelia

California Orcutt grass

Coulter's goldfields

Parish's brittlescale

San Bernardino aster

lucky morning-glory

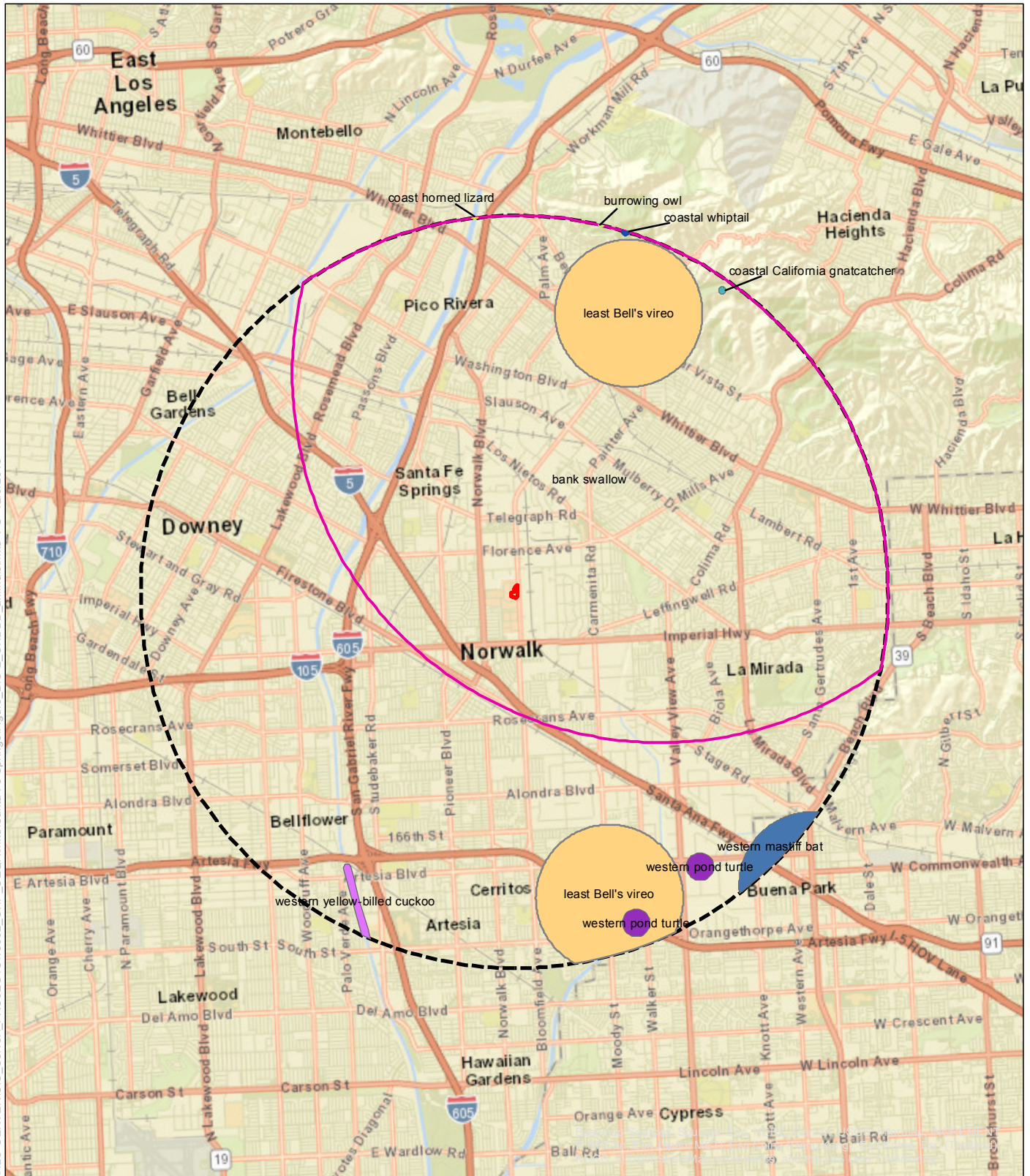
many-stemmed dudleya

prostrate vernal pool navarretia

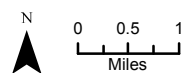
**Figure BIO-1**  
**CNDDB Occurrences of**  
**Special-status Plants within**  
**5 miles of the Proposed Project**

Santa Fe Springs Area Office  
Replacement Project  
Initial Study





Prepared by:



Prepared for:  
California Highway Patrol

Project Area

Five Mile Buffer

**Animal Occurrences**

burrowing owl

coast horned lizard

coastal California gnatcatcher

coastal whiptail

least Bell's vireo

western mastiff bat

western pond turtle

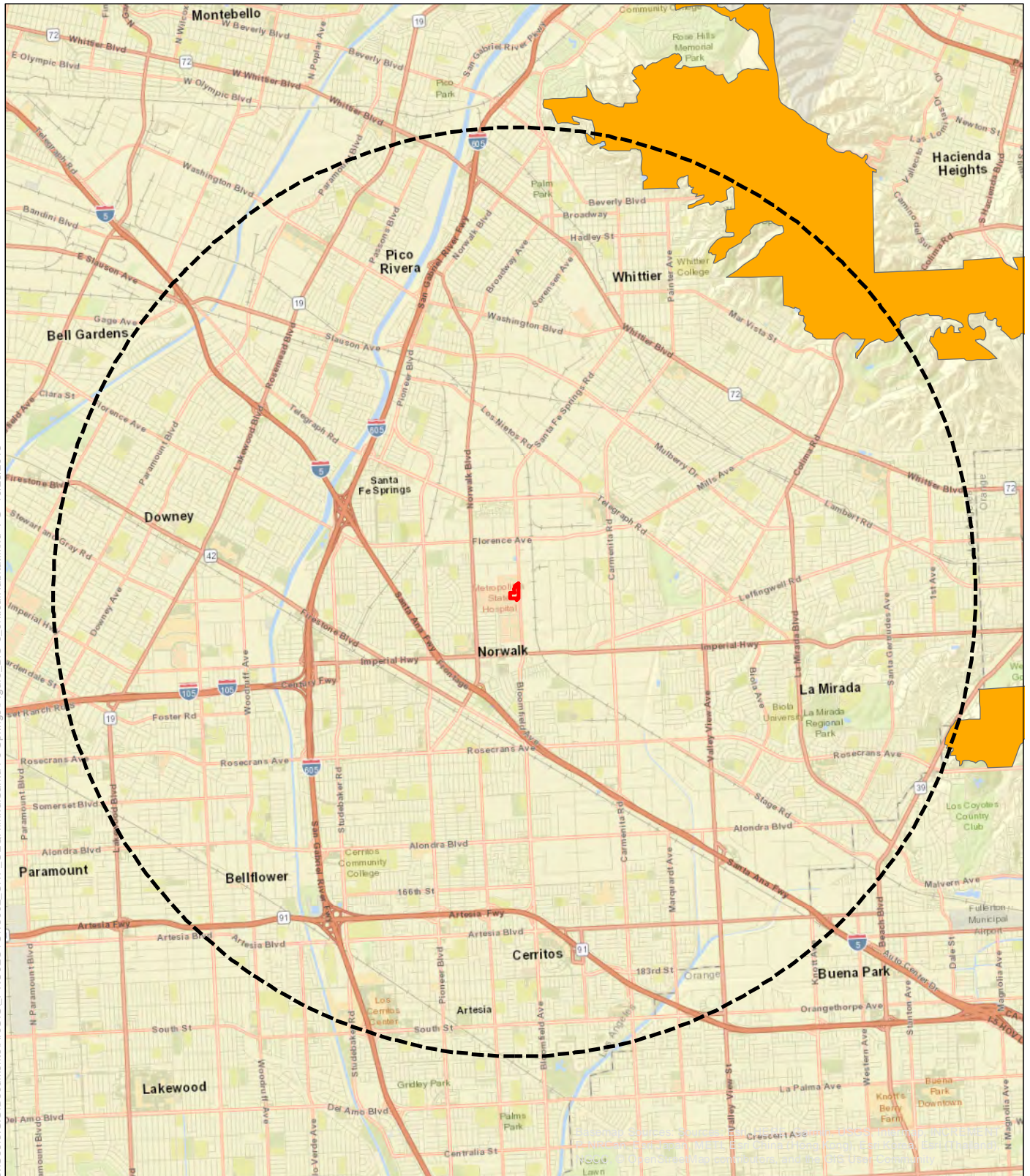
western yellow-billed cuckoo

bank swallow

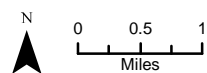
**Figure BIO-2**  
**CNDBB Occurrences of**  
**Special-status Animals within**  
**5 miles of the Proposed Project**

Santa Fe Springs Area Office  
Replacement Project  
Initial Study





Prepared by:



Prepared for:  
California Highway Patrol



Five Mile Buffer



Project Area



Coastal California Gnatcatcher Critical Habitat

**Figure BIO-3**  
**Critical Habitat**

**Santa Fe Springs Area Office**  
**Replacement Project**  
**Initial Study**

### 3.4.2 Discussion of Checklist Responses

#### a. Substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species—*Potentially Significant*

Based on searches of the CNDDDB, USFWS Information for Planning and Consultation Report, and the CNPS Inventory of Rare and Endangered Plants, 39 sensitive plant species and 33 special-status wildlife species were identified as historically occurring within 5 miles of the Project site or have potential to occur in the Project site vicinity (CDFW 2018, USFWS 2018a, CNPS 2018). Appendix A lists all of these special-status plant and wildlife species. Impacts to special-status species could be *potentially significant* and will be further evaluated in the EIR.

#### b. Substantial adverse effect on any riparian habitat or other sensitive natural community—*No Impact*

Landscaped and ruderal/disturbed vegetation communities occur on the Project site. No riparian habitat or other sensitive natural community is present at the site. Therefore, no impact to riparian habitat or other sensitive natural community would occur.

#### c. Substantial adverse effects on federally protected wetlands—*No Impact*

A search of the USFWS National Wetlands Inventory revealed no wetlands on or adjacent to the Project site. Furthermore, no wetland features or waters of the U.S. were observed on the Project site during the November 1, 2018, reconnaissance site visit. Therefore, the Project site does not support any federally protected wetlands or waters of the U.S. as defined by Section 404 of the Clean Water Act (CWA); therefore, the project would result in **no impact** on federally protected wetlands.

#### d. Substantial interference with wildlife movement, established wildlife corridors, or the use of native wildlife nursery sites—*Potentially Significant*

The Proposed Project would not interfere with the movement of any native or migratory wildlife species because the Project site serves limited to no value as a wildlife movement corridor; however, nesting birds could potentially use the ground squirrel burrows, shrubs, and trees within and immediately adjacent to the site. If birds nest within the Project site, this could be considered as a native wildlife nursery site. Thus, the Proposed Project's impacts to nesting birds would be **potentially significant**; therefore, these impacts will be further analyzed in the EIR.

#### e. Conflict with local policies or ordinances protecting biological resources—*No Impact*

The Proposed Project would not conflict with the City of Norwalk's Conservation Element (1996) (or any other local policies and ordinances) protecting biological resources (see

Appendix A). Therefore, implementation of the Project would result in **no impact** arising from conflicts with local ordinances and policies protecting biological resources.

**f. Conflict with the provisions of an adopted HCP, Natural Community Conservation Plan, or other approved local, regional, or state HCP—*No Impact***

No adopted regional HCPs or natural community conservation plans (NCCPs) exist for the City of Norwalk (USFWS 2018b). The Project site is not located within the planning area nor is it under the jurisdiction of an adopted HCP or a NCCP. Therefore, implementation of the Proposed Project would not conflict with the provisions of any adopted HCP, NCCP, or any other approved local, regional, or state HCP, and there would be **no impact**.

1

*This page intentionally left blank*



## 3.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 3.5.1 Environmental Setting

The following text, derived from the cultural resources study for the Proposed Project (Horizon 2019), briefly summarizes the Environmental Setting for the Project region and site. A more detailed review will be provided in the EIR analysis.

#### ***Prehistory***

Research indicates that people have been living in the area now known as Los Angeles County for at least 11,000 years. The first inhabitants were nomadic hunters of large game, who moved westward into the Los Angeles Basin when the great interior Pleistocene lakes began to dry up. As the big game species died out, people became more dependent on plants and small animals for sustenance; on the coast, shellfish and fish, were important foods. By around 7,000 years ago, populations appear to become more sedentary, both inland and along the coast. Seeds and plants become increasingly important, as evidenced by the large number of milling stones that appear around this time. Spears, along with the dart and atlatl, were replaced with the bow and arrow when they were introduced to the region around 2,000 years ago. This was about the same time that the Gabrielino moved into the area, likely pushing out ancestral Chumash peoples. Settlement patterns shifted from small semi-permanent villages, to large permanent residential communities surrounded by smaller residential encampments. The Gabrielino inhabited the San Fernando Valley and the Los Angeles Basin, including much of present-day Orange County, when the Spanish first arrived in the region. They also occupied the off-coast islands of San Nicolas, Santa Barbara, Santa Catalina, and San Clemente. Because the population was quickly conscripted by the Spanish missionaries, little detail has been recorded about the Gabrielino lifeways prior to the mission period. However, they have been described as the “wealthiest, most populous and most powerful ethnic nationality in aboriginal southern California, their influence spreading as far north as the San Joaquin Valley Yokuts, as far east as the Colorado River, and south into Baja

California” (Bean and Smith 1978). Only the Chumash, their neighbors directly to the north, held a similar status.

The Spanish arrived in Southern California in 1769, where they established a mission in modern-day San Diego. Soon thereafter, in 1771, they built Mission San Gabriel Arcangel near the Rio Hondo, about 13 miles north of the Project site.

The Spanish quickly established themselves in the region and conscripted the local Native American population to work at the missions and numerous pueblos that were settled in the late 1700s to support the missions. Land grants were also made to private citizens by the Spanish, and then Mexican governments. The Project site is within the boundaries of Rancho Santa Gertrudes (Kyle et al. 2002).

Like the fate of many ranchos after California became part of the United States in 1848, the lands of Rancho Santa Gertrudes were subdivided and sold at auction. The property that was to become the City of Norwalk changed hands many times, but the city was mapped in 1974 and it was officially named Norwalk in 1877 (City of Norwalk 2018).

#### Department of State Hospitals-Metropolitan Campus

The Project site is located at the east edge of the DSH-Metropolitan (formerly known as Metropolitan State Hospital) campus adjacent to Bloomfield Avenue in the City of Norwalk. Originally known as DSH-Metropolitan, the facility was constructed on 300 acres in 1915 as a state hospital devoted to the treatment of California’s mentally ill residents.

Norwalk was the sixth mental institution in California, and was intended to accommodate up to 2,000 patients to alleviate overcrowding in the system. Its actual development, however, was gradual, and when it opened in 1916, Norwalk had only 105 residents (all male) and 21 employees on site.

Development of DSH-Metropolitan accelerated during the 1920s, when some of the largest and most important buildings on the site were constructed. Although the pace of development slowed in the 1930s, by the last years of the decade DSH-Metropolitan had 47 buildings, a fully developed system of walking paths and paved road, and mature trees set within manicured lawns. By 1940, the facility had 2,292 live-in patients, which was more than twenty-five per cent over capacity (JRP Historical Consulting [JRP] 2017).

The Depression and World War II on its heels meant that there was little expansion at the institution between 1932 and 1947, but in about 1948, the state began adding more new buildings. Beginning in the early 1950s, large multi-story treatment wards were constructed outside the ring road on the edges of the original institution. Norwalk’s patient population reached 4,140 in 1962, after which a decrease in institutionalization and other social changes brought a gradual decline in numbers (JRP 2017).

#### Cultural Resources Studies

Cultural resources include prehistoric archaeological sites; historic-era archaeological sites; tribal cultural resources (TCRs); and historic buildings, structures, landscapes, districts, and linear features. TCRs are addressed in Section 3.18, “Tribal Cultural Resources”.

### *Archival Search*

A records search was conducted by the South Central Coastal Information Center of the California Historical Resources Information System at California State University, Fullerton. The purpose of the record search was to identify the presence of any previously recorded cultural resources within the Project site, and to determine whether any portions of the Project site had been surveyed for cultural resources. The record search (Records Search File No.:19557.5511) indicated that the Project area had not previously been surveyed for archaeological resources.

The record search also indicated that the Proposed Project is within the boundaries of the National Register of Historic Places (NRHP)- and California Register of Historical Resources (CRHR)-eligible Norwalk State Hospital Historic District (NSHHD). The NSHHD was first identified as a historic district in 1980, but a formal evaluation for NRHP/CRHR eligibility did not take place at that time. A second study was conducted in 2004, in which some of the buildings on the campus were investigated (JRP 2017). The NSHHD was not fully documented and evaluated for NRHP/CRHR eligibility until 2017, when the California Department of General Services (DGS) and California DSH requested a full evaluation. In addition to being determined eligible for listing on the NRHP and CRHR, the NSHHD was found to be eligible as a California Historical Landmark (JRP 2017). The State Historic Preservation Officer concurred with these determinations in a letter to DGS dated October 20, 2017.

### *Native American Consultation*

An email request was made to the Native American Heritage Commission (NAHC) on September 28, 2018, to review its files for the presence of recorded sacred sites on the Project site. The NAHC responded on October 10, 2018, stating that no significant resources were identified in the Project area as a result of a search of their files. The NAHC also provided a list of six tribes and tribal contacts with a traditional and cultural affiliation with the Project area for notification pursuant to California Public Resources Code (Pub. Res. Code) Section (§) 21080.3.1 (Assembly Bill [AB] 52). Coordination with tribes is described in Section 3.18, "Tribal Cultural Resources." None of the tribes who were contacted requested consultation on the Project.

### *Archaeological Survey and Results*

An archaeological survey of the Project location was conducted on November 1, 2018 by a Horizon archaeologist who meets the U.S. Secretary of the Interior's Professional Standards. Systematic pedestrian survey transects were walked at intervals of no greater than 50 ft. No archaeological materials were observed during the survey, including the areas within the Project footprint that were once occupied by buildings associated with the DSH-Metropolitan.

### *Built Environment Resources*

As noted above, the Project is located within the boundaries of the NRHP/CRHR-eligible NSHHD, which is comprised of a portion of the DSH-Metropolitan campus. JRP prepared a *Historical Resources Inventory and Evaluation Report for Metropolitan (Norwalk) State Hospital* for DGS, evaluating the state-owned property as a historic district under NRHP and CRHR criteria, and as a California State Landmark. The study found the NSHHD eligible as a historic district under Criterion A/1 (history) for "the important role it played in the evolution of public institutional mental health care as the first state hospital campus to be

organized entirely around the Cottage Plan model” (JRP 2017). The NSHHD was also determined eligible under Criterion C/3 (architecture) as a relatively intact example of Cottage Plan institutional design, which opened during the peak of the concept’s popularity and on which its principles were fully realized. In addition, JRP recommended the property eligible as a California Historical Landmark because of its status as the first fully realized, most significant, and last surviving Cottage Plan institution in California (JRP 2017).

### 3.5.2 Discussion of Checklist Responses

#### a. Adverse change in the significance of a historical resource—*Potentially Significant*

The proposed Project is located within the boundaries of the NSHHD, which has been determined eligible for listing on the NRHP and CRHR, and as a State Historical Landmark. As a result, construction of the new CHP facility could have a potentially significant impact on the historic district. Therefore, this impact would be **potentially significant** and will be further analyzed in the EIR.

#### b. Adverse change in the significance of an archaeological resource—*Potentially Significant*

No archaeological resources were identified during the archaeological survey of the Project area. However, archaeological remains may be buried with no surface manifestation. Excavation for site preparation and any buried utilities would occur in areas where buildings, structures, and utilities are to be located. Such excavation activities could uncover buried archaeological materials that may be eligible for the NRHP/CRHR and, therefore, could have a potentially significant impact on an archaeological resource. Therefore, this impact would be **potentially significant** and will be further analyzed in the EIR.

#### c. Disturbance of any human remains, including those interred outside of formal cemeteries—*Potentially Significant*

No evidence of human remains was observed within the Project study area. Human remains are not known to exist in or near the Project site; however, human remains may be buried with no surface manifestation. Excavations associated with construction, particularly trenching, have the potential to uncover such remains, if they are present. Impacts on accidentally discovered human remains would be considered a potentially significant impact. Therefore, this impact would be **potentially significant** and will be further analyzed in the EIR.

## 1 **3.6 ENERGY**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 2 **3.6.1 Regulatory Setting**

3 This section describes the federal, state, and local regulations related to energy resources.  
 4 Section 3.8, "Greenhouse Gas Emissions," contains additional discussions of Greenhouse Gas  
 5 (GHG)-related regulations that may also be relevant to energy resources.

6 At the federal level, the USEPA and the National Highway Traffic Safety Administration  
 7 (NHTSA) have developed regulations to improve the efficiency of cars, and light-, medium-,  
 8 and heavy-duty vehicles. These regulations are discussed in greater detail in Section 3.8,  
 9 "Greenhouse Gas Emissions."

10 Energy resource-related regulations, policies, and plans at the state level, require the regular  
 11 analysis of energy data and developing recommendations to reduce statewide energy use,  
 12 and setting requirements on the use of renewable energy sources. Senate Bill (SB) 1389,  
 13 passed in 2002, requires the California Energy Commission (CEC) to prepare an *Integrated*  
 14 *Energy Policy Report* for the governor and legislature every 2 years (CEC 2019a). The report  
 15 analyzes data and provides policy recommendations on trends and issues concerning  
 16 electricity and natural gas, transportation, energy efficiency, renewable energy, and public  
 17 interest energy research (CEC 2019a). The 2018 *Integrated Energy Policy Report Update*  
 18 includes policy recommendations such as addressing the vulnerability of California's energy  
 19 infrastructure to extreme events related to climate change, including sea-level rise and  
 20 coastal flooding (CEC 2018a).

21 In addition, since 2002, California has established a Renewables Portfolio Standard (RPS)  
 22 program, through multiple senate bills (SB 1078, SB 107, SB X1-2, SB 350, SB 100) and  
 23 executive orders (S-14-08, B-55-18), that requires increasingly higher targets of electricity  
 24 retail sales be served by eligible renewable resources. The established eligible renewable  
 25 source targets include 20 percent of electricity retail sales by 2010, 33 percent of electricity  
 26 retail sales by 2020, 50 percent by 2030, and 100 percent zero-carbon electricity for the state  
 27 and statewide carbon neutrality by 2045 (CEC 2019b, CEC 2019c).

Section 3.8, “Greenhouse Gas Emissions,” provides additional details on California’s 2017 *Climate Change Scoping Plan*, which details the state’s strategy for achieving the state’s GHG targets, including energy-related goals and policies. It contains measures and actions that may pertain to the proposed Project relating to vehicle efficiency and transitioning to alternatively powered vehicles.

The California Highway Patrol 2015-2019 Strategic Plan contains the following Objectives and Performance Measures relating to Energy that may apply to the Proposed Project:

- 2H. Enhance environmentally sustainable practices within our fleet, operations, and facilities
- By 2017, increase the number of plug-in electric hybrid vehicles and battery electric vehicles within the departmental pool vehicle fleet by 10 percent from 2014 levels.
- By 2018, ensure all CHP facilities are 20 percent more energy efficient from 2003 levels.

### 3.6.2 Environmental Setting

#### ***Energy Resources and Consumption***

California has extensive energy resources, including an abundant supply of crude oil, high production of conventional hydroelectric power, and leads the nation in electricity generation from renewable resources (solar, geothermal, and biomass resources) (U.S. Energy Information Administration (EIA) 2019). California has the second highest total energy consumption in the United States but one of the lowest energy consumption rates per capita (48<sup>th</sup> in 2016) due to its mild climate and energy efficiency programs (EIA 2019). A comparison of California’s energy consuming end-use sectors indicates that the transportation sector is the greatest energy consumer, by approximately two to three times compared to the other end-use sectors (Industrial, Commercial, and Residential, which are listed in order of greatest to least consumption) (EIA 2019). California is the largest consumer of motor gasoline and jet fuel in the United States (EIA 2019).

SCE and the SoCalGas provide power and natural gas, respectively, to the proposed Project area. **Table ERG-1** provides a more detailed breakdown of SCE’s energy resources. Approximately 23 percent of the power provided by SCE comes from solar and wind renewable sources, while the remaining 77 percent comes from a mixture of other eligible renewable sources, nuclear, large hydroelectric, natural gas, and unspecified sources of power. As mentioned in Section 3.8 “Greenhouse Gas Emissions” California’s RPS requires electricity suppliers to increase the amount of electricity generated from renewable sources to 33 percent by 2020, to 50 percent by 2026, and 100 percent by 2045.

**Table ERG-1. Summary of Energy Sources for SCE**

Energy Resources	Utility Power Mix (%)	
	SCE (2017)	California Power Mix (2017)**
Eligible Renewable	32	29
Coal	0	4
Large Hydroelectric	8	15
Natural Gas	20	34
Nuclear	6	9
Unspecified Power*	34	9
Total	100	100

\* "Unspecified sources of power" is defined as electricity from transactions that are not traceable to specific generation sources.

\*\* Percentages are estimated annually by the California Energy Commission based on the electricity sold to California consumers during the identified year.

Sources: CEC 2018b

### 3.6.3 Discussion of Checklist Responses

**a, b. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation or conflict with or obstruct a state or local plan for renewable energy or energy efficiency —**  
***Potentially Significant***

The Proposed Project would follow all federal, state, and local regulations related to energy efficiency and use. While local plans, policies and regulations do not apply to the state, assessments of the Proposed Project's impacts on Air Quality, Greenhouse Gas Emissions, and Transportation, which inform the impact analysis for Energy, will be further evaluated in the EIR. For these reasons, the Proposed Project's impact could be **potentially significant** and will be further evaluated in the EIR.

1

*This page intentionally left blank*



## 1 3.7 GEOLOGY, SOILS, AND SEISMICITY

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Expose people or structures to 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 3.7.1 Regulatory Setting

#### ***Federal Laws, Regulations, and Policies***

##### Section 402 of the Clean Water Act/National Pollutant Discharge Elimination System

The CWA is discussed in detail in Section 3.10, “Hydrology and Water Quality.” Since Section 402 of CWA is directly relevant to earthwork, additional information is provided here.

The 1987 amendments to CWA added Section 402(p), which establishes a framework for regulating municipal and industrial stormwater discharges under the National Pollutant Discharge Elimination System (NPDES) program. As described in Section 3.10, the USEPA has delegated authority to the State Water Resources Control Board (SWRCB) for administration of the NPDES program in California, where it is implemented by the State’s nine RWQCBs. Under the NPDES Phase II Rule, any construction activity disturbing 1 acre or more must obtain coverage under the State’s General Permit for Storm Water Discharges Associated with Construction Activity (General Permit). General Permit applicants are required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) that describes the best management practices (BMPs) that will be implemented to avoid adverse effects on receiving water quality as a result of construction activities, including earthwork.

##### National Earthquake Hazards Reduction Act

The National Earthquake Hazards Reduction Act of 1977 (Public Law 95-124) established the National Earthquake Hazards Reduction Program (NEHRP), which is a long-term earthquake risk reduction program to better understand, predict, and mitigate risks associated with seismic events. The following four federal agencies are responsible for coordinating activities under NEHRP:

1. U.S. Geological Survey (USGS);
2. National Science Foundation (NSF);
3. Federal Emergency Management Agency (FEMA); and
4. National Institute of Standards and Technology.

Since its inception, NEHRP has shifted its focus from earthquake prediction to hazard reduction. The current program objectives (NEHRP 2017) are as follows:

1. Develop effective measures to reduce earthquake hazards and accelerate their implementation;
2. Improve techniques for reducing earthquake vulnerabilities of facilities and systems;
3. Improve earthquake hazards identification and risk assessment methods and their use; and
4. Improve the understanding of earthquakes and their effects.

Implementation of NEHRP objectives is accomplished primarily through original research, publications, and recommendations and guidelines for state, regional, and local agencies in the development of plans and policies to promote safety and emergency planning.

### ***State Laws, Regulations, and Policies***

#### **Alquist–Priolo Earthquake Fault Zoning Act**

The Alquist–Priolo Earthquake Fault Zoning Act (Public Resources Code § 2621 *et seq.*) was passed to reduce the risk to life and property from surface faulting in California. The Alquist–Priolo Act prohibits construction of most types of structures intended for human occupancy on the surface traces of active faults and strictly regulates construction in the corridors along active faults (earthquake fault zones). It also defines criteria for identifying active faults, giving legal weight to terms such as “active,” and establishes a process for reviewing building proposals situated in and adjacent to earthquake fault zones. Under the Alquist–Priolo Act, faults are zoned, and construction along or across them is strictly regulated if they are “sufficiently active” and “well defined.” Before a project can be permitted, cities and counties require completion of a geologic investigation to demonstrate that the proposed buildings would not be constructed across active faults.

#### **Seismic Hazards Mapping Act**

The Seismic Hazards Mapping Act of 1990 (Public Resources Code §§ 2690–2699.6) establishes statewide minimum public safety standards for mitigation of earthquake hazards. While the Alquist–Priolo Act addresses surface fault rupture, the Seismic Hazards Mapping Act addresses other earthquake-related hazards, including strong ground shaking, liquefaction, and seismically induced landslides. Its provisions are similar in concept to those of the Alquist–Priolo Act. The state is charged with identifying and mapping areas at risk of strong ground shaking, liquefaction, landslides, and other seismic hazards; cities and counties are required to regulate development within mapped seismic hazard zones. In addition, the act addresses not only seismically-induced hazards but also expansive soils, settlement, and slope stability. Under the Seismic Hazards Mapping Act, cities and counties may withhold the development permits for a site within seismic hazard zones until appropriate site-specific geologic and/or geotechnical investigations have been carried out and measures to reduce potential damage have been incorporated into the development plans.

#### **California Building Standards Code**

Title 24 California Code of Regulations (CCR), also known as the California Building Standards Code (CBC), specifies standards for geologic and seismic hazards other than surface faulting. These codes are administered and updated by the California Building Standards Commission. CBC specifies criteria for open excavation, seismic design, and load-bearing capacity directly related to construction in California.

### **3.7.2 Environmental Setting**

The Project lies within the Santa Fe Springs Plain of the Los Angeles Basin complex (USGS 1971). The Project site is roughly 13 miles east of the Pacific Coast and 4 miles southwest of the Puente Hills, at approximately 135 ft above mean sea level (msl). The Santa Fe Springs Plain is characterized by Pleistocene aged alluvial deposits associated with the Coyote Hills, Puente Hills, and Montebello Hills, with Holocene aged alluvial fan deposits and channel

deposits from the alluvial fans of the Los Angeles River, Rio Hondo, San Gabriel River, and Santa Ana River (USGS 1971). The area surrounding the Project site is relatively flat and gradually sloped south-southwest.

## ***Geology***

The Project site is underlain by deep, old alluvial fan deposits (Late to Middle Pleistocene surficial deposits) of the Lakewood Formation. This material consists predominantly of alternating beds of medium-dense to very-dense sand, clay, and silt (CDOC 1998).

## ***Soils***

The Project site is underlain by Urban land-Thums-Pierview complex, 0 to 5 percent slopes (NRCS 2019). Soil texture may range from clay loam to clay. This unit is well drained with moderate to low runoff potential.

Exploratory borings taken during a preliminary geotechnical investigation (Earth Systems Pacific 2018) encountered artificial fill soils between 2 and 7 ft below ground surface (bgs). These fill soils were found to consist predominantly of medium dense to very dense clayey sand, medium stiff to hard silty clay, and hard sandy silt. Native soils below the fill soils were found to consist predominantly of medium dense to very dense silty sand and medium dense to very dense poorly graded sand. These upper soils exhibited low expansion potential during geotechnical analysis (Earth Systems Pacific 2018).

## ***Seismicity***

### **Alquist-Priolo Fault Zones and Faults**

No Alquist-Priolo Fault Zones or known faults exist within the Project site. The nearest Alquist-Priolo Fault Zone is located northwest of the City of Whittier, approximately 5.4 miles northeast of the Project site (California Geological Survey [CGS] 2010).

The nearest known fault is the Norwalk fault, part of the Puente Hills blind thrust fault system, located approximately 1.4 miles southwest of the Project site. No surface faulting has been recorded with this fault and is considered a historic fault with the last known major displacement occurring during the past 700,000 years (CGS 2010). Several other active faults are located in the region, as presented below in **Table GEO-1**.

**Table GEO–1. Proximity of the Project Site to Regional Faults**

<b>Fault</b>	<b>Approximate Distance from Proposed Project</b>	<b>Last Known Major Displacement</b>
Norwalk Fault, Puente Hills blind thrust system	1.4 miles southwest	During past 700,000 years
Whittier Fault Zone	5.4 miles northeast	1910, Elsinore earthquake, $M_L$ 6.0
Los Alamitos Fault	6.9 miles southwest	During past 700,000 years
Newport-Inglewood Fault Zone	10.5 miles southwest	1933, Long Beach earthquake, $M_W$ 6.4

$M_W$  = moment magnitude,  $M_L$  = Local Magnitude

Sources: CGS 2010; Southern California Earthquake Data Center 2019.

### Ground Shaking

The severity of ground shaking experienced at a specific location depends on a variety of factors, such as the magnitude and duration of the seismic event, fault type associated with the event, distance from the epicenter, and physical properties of the underlying geology and soils. The Santa Fe Springs area lies in a very active seismic region of southern California where the level of earthquake ground shaking frequency and severity is considered high to very high (CDOC 2008).

### Liquefaction and Differential Settlement

Liquefaction can occur when water-saturated, loose sandy soils lose cohesion during seismic shaking. The primary factor that triggers liquefaction is moderate to strong ground shaking. Physical properties that increase susceptibility to liquefaction are relatively clean/loose granular soils, and a shallow depth to groundwater and/or saturated conditions. The Project site is not within a designated earthquake hazard zone (CDOC 1999). The older Quaternary sedimentary deposits underlying the Project site generally consist of dense to very dense sand, silt, and clay and are considered to have low liquefaction susceptibility (CDOC 1998).

### Landslide, Slope Failure, and Lateral Spreading

The Project site is relatively flat, sloping gradually from the northeast to south-southwest. Similarly, local topography adjacent to the Project site is mostly flat with less than a 2.0 percent grade (USGS 2018).

## **3.7.3 Discussion of Checklist Responses**

### **a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

#### **i. Seismic-related rupture of a known earthquake fault—*No Impact***

Ground surface ruptures occur along earthquake fault lines. The Project site is not located within an Alquist-Priolo Fault Zone. The probability of ground rupture of a known earthquake fault at the Project site is negligible; therefore, there would be **no impact**.

1           **ii. Strong seismic ground shaking—*Less than Significant***

2           As discussed in Section 3.6.2 above, under “Seismicity,” the probability of strong seismic  
3           ground shaking in the greater Los Angeles area and the Project site is considered high to very  
4           high. The Proposed Project includes the construction of a number of structures that could  
5           conceivably fail if on-site seismic or geologic conditions are inadequately addressed during  
6           design or construction, posing a risk to property or human life.

7           The current CBC (2016) takes seismically induced stresses into consideration for new  
8           construction. The building standards outlined under Title 24, Part 2 of the CBC are specifically  
9           tailored to meet regional requirements for increased seismic stability. Adherence to building  
10          codes would reduce the potential for adverse effects from earthquakes and ground shaking  
11          on the Project site by ensuring the stability of new structures and public safety. With  
12          adherence to the current CBC standards, any potential for structural damage associated with  
13          seismic ground shaking would be low. Therefore, effects of seismic ground shaking would be  
14          **less than significant.**

15           **iii, iv. Seismic-related ground failure, including liquefaction and**  
16           **landslides—*Less than Significant***

17          The Project site and adjacent properties are relatively flat and not susceptible to landslides.  
18          During construction activities and installation of building foundations, there is some  
19          potential for open excavation areas to fail during a seismic event. However, with proper  
20          safety procedures, required inspections, and adherence to current CBC standards, the risk of  
21          collapse caused by shallow landslide or excavation activities would be **less than significant.**

22          As discussed in Section 3.6.2 above, the Project site is underlain by artificial fill soils and  
23          alluvium that may be susceptible to differential settling under certain conditions. A  
24          preliminary geotechnical investigation (Earth Systems Pacific 2018) assessed soil conditions  
25          to support the Project design and site preparation. It is anticipated that approximately 3,000  
26          cubic yards (cy) of engineered fill would be imported to replace existing fill soils to develop  
27          the site. Incorporation of these design and construction recommendations and adherence to  
28          current CBC standards would reduce potential seismic-related hazards, including ground  
29          failure, liquefaction, and landslides, to a level considered **less than significant.**

30           **b. Substantial soil erosion or the loss of topsoil—*Less than Significant***

31          The Proposed Project would include ground-disturbing construction activities that could  
32          increase the risk of erosion or sediment transport. In addition, upon completion of  
33          construction, the Proposed Project would include structures, asphalt driveways, parking  
34          areas, and walkways creating approximately 4 acres of impervious surfaces. This conversion  
35          from mostly vacant land to impervious surface area could result in increased runoff and soil  
36          erosion.

37          The Proposed Project would minimize the potential for increased runoff and soil erosion  
38          through dedicated stormwater retention via on-site capture and filtration of runoff generated  
39          at the Project site. The Proposed Project would direct excess stormwater runoff to existing  
40          stormwater infrastructure via an underground drainage system and/or dedicated drainage

swales. Site drainage would be designed so as not to have greater than a 4.5 percent slope at any point on the Project site, unless approved by the State.

As discussed in Section 3.10, "Hydrology and Water Quality," implementation of BMPs included as part of the SWPPP would further reduce surface erosion and mitigate any loss of topsoil during construction-related activities. With implementation of SWPPP requirements, this impact would be **less than significant**.

**c. Location on a geologic unit or soil that is unstable or that would become unstable as a result of the Proposed Project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse—*Less than Significant***

The Project site and adjacent properties are relatively flat with no exposed slopes and is not susceptible to landslides or lateral spreading. The Proposed Project does not include subsurface resource extraction or other related activities, and no increase in potential subsidence would be expected.

The Project site is underlain by old alluvial fan deposits and artificial fill soils of varying strength and stability. During construction activities, excavation and trenching for building foundations could temporarily destabilize steeply excavated slopes and increase the potential for slope failure and damage structures or injure workers.

As described in item 3.6.3(a)(iii, iv) above, the Project design incorporates findings and recommendations from geotechnical investigations. It is anticipated that approximately 3,000 cy of engineered fill would be imported to replace existing fill soils to develop the site. In addition, CBC standards would be applied to Project design and construction specifications to ensure that building foundations are designed and installed to address seismic-related or soil stability issues and minimize the potential risk of structural failure. Following adherence to current CBC standards, potential hazards from landslide, lateral spreading, liquefaction, or collapse would be **less than significant**.

**d. Location on expansive soil, creating substantial risks to life or property—*Less than Significant***

Expansive soils are predominantly composed of clays and can undergo substantial volume change in response to changes in moisture content. During wetting and drying cycles, expansive soils may shrink and swell, creating differential ground movements. This uneven movement can fracture concrete foundations and footings, resulting in potential damage or failure of infrastructure. Geotechnical investigations (Earth Systems Pacific 2018) observed artificial fill soils and native soils below the fill soils predominantly medium dense to very dense silty sand and medium dense to very dense poorly graded sand. Further analysis of the physical characteristics of these soils found these soils to exhibit low expansion potential. Furthermore, adherence to CBC building standards as outlined in item 3.6.3(a)(ii) above would minimize the potential for expansive soils to create substantial risk to life or property. Therefore, risk to life or property from development of the Proposed Project would be **less than significant**.

**e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater—*No Impact***

The Proposed Project would tie into existing City wastewater disposal systems. Septic tanks or other alternative wastewater disposal systems would not be necessary; therefore, the Proposed Project would have **no impact**.

**f. Destruction of a unique paleontological resource or site or unique geological feature—*Less than Significant***

Subsurface soil investigations observed artificial fill soils from 2 to 7 ft bgs (Earth Systems Pacific 2018). These soils would not contain paleontological resources due to the recent age and thorough processing during placement. Native soils and geologic units below the fill soils consist of Middle to Late Pleistocene alluvial fan deposits of the Lakewood Formation. Significant paleontological resources have not been observed in this formation (University of California Museum of Paleontology 2019) and this geologic unit is considered to have a low probability for paleontological resources due to their relatively recent age, and high-energy formation/depositional environment. In addition, most foundations for most structures would be slab on grade with the exception of relatively shallow excavation for building foundations and tower footings. Therefore, impacts on paleontological resources during development of the Proposed Project would be **less than significant**.



## 1 **3.8 GREENHOUSE GAS EMISSIONS**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 2 **3.8.1 Regulatory Setting**

3 At the federal level, USEPA has developed regulations to reduce GHG emissions from motor  
 4 vehicles and has developed permitting requirements for large stationary emitters of GHGs.  
 5 On April 1, 2010, USEPA and the NHTSA established a program to reduce GHG emissions and  
 6 improve fuel economy standards for new model year 2012–2016 cars and light trucks. On  
 7 August 9, 2011, USEPA and the NHTSA announced standards to reduce GHG emissions and  
 8 improve fuel efficiency for heavy-duty trucks and buses. In August 2016, USEPA and the  
 9 NHTSA jointly finalized Phase 2 Heavy-Duty National Program standards to reduce GHG  
 10 emissions and improve fuel efficiency of medium- and heavy-duty vehicles for model year  
 11 2018 and beyond (USEPA 2017). However, some of these standards have been stayed by a  
 12 court order and EPA has proposed repealing certain Phase 2 emissions standards (Center for  
 13 Climate and Energy Solutions 2018).

14 In recent years, California has enacted a number of policies and plans to address GHG  
 15 emissions and climate change. In 2006, the California State Legislature enacted Assembly Bill  
 16 (AB) 32, the Global Warming Solutions Act, which set the overall goals for reducing  
 17 California's GHG emissions to 1990 levels by 2020. SB 32 codified an overall goal for reducing  
 18 California's GHG emissions to 40 percent below 1990 levels by 2030. Executive Orders (EOs)  
 19 S-3-05 and B-16-2012 further extend this goal to 80 percent below 1990 levels by 2050. The  
 20 CARB has completed rulemaking to implement several GHG emission reduction regulations  
 21 and continues to investigate the feasibility of implementing additional GHG emission  
 22 reduction regulations. These include the low carbon fuel standard, which reduces GHG  
 23 emissions associated with fuel usage, and the RPS, which requires electricity suppliers to  
 24 increase the amount of electricity generated from renewable sources to certain thresholds by  
 25 various deadlines. In 2018, SB 100 updated the RPS to require 50% renewable resources by  
 26 the end of 2026, 60% by the end of 2030, and 100% renewable energy and zero carbon  
 27 resources by 2045. EO B-55–18 signed by Gov. Brown set a goal of statewide carbon  
 28 neutrality by 2045 and net negative emissions thereafter.

29 The California Building Code (Title 24) governs construction of buildings in California. Parts  
 30 6 and 11 of Title 24 are relevant for energy use and green building standards, which reduce  
 31 the amount of indirect GHG emissions associated with buildings.

CARB approved the First Update to the AB 32 Scoping Plan on May 22, 2014 (CARB 2014). This update defines climate change priorities for the next 5 years and also sets the groundwork to reach long-term goals set forth in EOs S-3-05 and B-16-2012. The update also highlights California's progress toward meeting the near-term 2020 GHG emission reduction goals and evaluates how to align the State's longer term GHG reduction strategies with other state policy priorities for water, waste, natural resources, clean energy, transportation, and land use. CARB released and adopted a 2017 Scoping Plan Update (CARB 2018) to reflect the 2030 target set by Executive Order B-30-15 and codified by SB 32 (CARB 2017a, CARB 2017b, CARB 2018).

SCAQMD has only established a numerical threshold for industrial sources of 10,000 metric tons of carbon dioxide equivalents per year (MT CO<sub>2</sub>e/yr) and has not established a numerical threshold for residential, commercial, retail or government building projects. SCAQMD recommends agencies to consider how the project meets the objectives of AB 32 and SB 32, and if the project is consistent with other climate change goals and regulations (SCAQMD 2008). They also suggest that projects establish mitigation measures to ensure that prescriptive measures are being considered to ensure reduction of GHG emissions and projects designed to ensure that the goals for climate change are achieved.

### 3.8.2 Environmental Setting

Climate change results from the accumulation in the atmosphere of GHGs, which are produced primarily by the burning of fossil fuels for energy. Because GHGs (carbon dioxide [CO<sub>2</sub>], methane, and nitrous oxide) persist and mix in the atmosphere, emissions anywhere in the world affect the climate everywhere in the world. GHG emissions are typically reported in terms of carbon dioxide equivalents (CO<sub>2</sub>e) which converts all GHGs to an equivalent basis taking into account their global warming potential compared to CO<sub>2</sub>.

Anthropogenic (human-caused) emissions of GHGs are widely accepted in the scientific community as contributing to global warming. Temperature increases associated with climate change are expected to adversely affect plant and animal species, cause ocean acidification and sea level rise, affect water supplies, affect agriculture, and harm public health.

Global climate change is already affecting ecosystems and societies throughout the world. Climate change adaptation refers to the efforts undertaken by societies and ecosystems to adjust to and prepare for current and future climate change, thereby reducing vulnerability to those changes. Human adaptation has occurred naturally over history; people move to more suitable living locations, adjust food sources, and more recently, change energy sources. Similarly, plant and animal species also adapt over time to changing conditions; they migrate or alter behaviors in accordance with changing climates, food sources, and predators.

Many national, as well as local and regional, governments are implementing adaptive practices to address changes in climate, as well as planning for expected future impacts from climate change. Some examples of adaptations that are already in practice or under consideration include conserving water and minimizing runoff with climate-appropriate landscaping, capturing excess rainfall to minimize flooding and maintain a constant water supply through dry spells and droughts, protecting valuable resources and infrastructure from flood damage and sea level rise, and using water-efficient appliances.

In 2016, total California GHG emissions from routine emitting activities were 429.4 million metric tons of carbon dioxide equivalents (MMT CO<sub>2</sub>e) (CARB 2018). This represents a decrease from 2015 and a 14 percent reduction compared to peak levels reached in 2004. Declining emissions from the electricity sector were responsible for much of the reduction due to growing zero-GHG energy generation sources. In 2016, the transportation sector of the California economy was the largest source of emissions, accounting for approximately 41 percent of the total emissions (CARB 2018).

### 3.8.3 Discussion of Checklist Responses

#### a. Generate a net increase in greenhouse gas emissions which may have a significant impact on the environment—*Potentially Significant*

The Proposed Project would generate GHG emissions during construction and operation. Construction-related GHG emissions would result from the combustion of fossil-fueled construction equipment, material hauling, and worker trips.

Operational GHG emissions would result from fossil-fueled equipment and motor vehicles, building energy use, water use, and solid waste. Operational emissions of the new CHP facility would be partially offset by eliminating emissions from the existing CHP facility. In addition, the new facility would be constructed consistent with current California building codes, which substantially reduce the energy and water use for new buildings compared to the standards in effect when the existing CHP Santa Fe Springs Area Office was constructed. The resulting net increase would be attributable to the increase in the number of employees and larger size of the facility partially offset by the more efficient building design.

The net project emissions when amortized construction emissions are included could be **potentially significant** and may result in a significant impact to global climate change or impede the goals of AB 32 or SB 32. These will be evaluated further in the EIR to quantify the emissions.

#### b. Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases—*Potentially Significant*

The State of California has implemented AB 32, SB 32, and multiple Executive Orders to reduce GHG emissions. Emissions generated by the Proposed Project could have a substantial contribution to the ongoing impact on global climate change and need to be further evaluated to ensure that they are consistent with their fair share of reductions and prescriptive measures to ensure progress to obtain the GHG emission reductions outlined by AB 32, SB 32 and the applicable executive orders. While local plans, policies and regulations do not apply to the state, the location of the Project site is in line with local general plan policies regarding land use, transportation, air quality planning goals, and local Greenhouse Gas Reduction plans. For these reasons, the Proposed Project's impact could be **potentially significant** and will be further evaluated in the EIR.

1

*This page intentionally left blank*

## 1 **3.9 HAZARDS AND HAZARDOUS MATERIALS**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site that 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport and result in a safety hazard for people residing or working in the study area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the study area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures either directly or indirectly to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2 **3.9.1 Regulatory Setting**

3 Hazardous materials and hazardous wastes are subject to extensive federal, state, and local  
4 regulations to protect public health and the environment. These regulations provide

1 definitions of hazardous materials; establish reporting requirements; set guidelines for  
2 handling, storage, transport, and disposal of hazardous wastes; and require health and safety  
3 provisions for workers and the public. The major federal, state, and regional agencies  
4 enforcing these regulations are USEPA and the Occupational Safety and Health  
5 Administration (OSHA); California Department of Toxic Substances Control (DTSC);  
6 California Department of Industrial Relations, Division of Occupational Safety and Health  
7 (Cal/OSHA); California Governor's Office of Emergency Services (Cal OES); SWRCB; Los  
8 Angeles RWQCB; and SCAQMD.

## 9 ***Federal Laws, Regulations, and Policies***

### 10 Comprehensive Environmental Response, Compensation, and Liability Act

11 The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, also  
12 called the Superfund Act; 42 U.S. Code [USC] § 9601 *et seq.*) is intended to protect the public  
13 and the environment from the effects of past hazardous waste disposal activities and new  
14 hazardous material spills. Under CERCLA, USEPA has the authority to seek the parties  
15 responsible for hazardous materials releases and to ensure their cooperation in site  
16 remediation. CERCLA also provides federal funding (through the "Superfund") for the  
17 remediation of hazardous materials contamination. The Superfund Amendments and  
18 Reauthorization Act of 1986 (Public Law 99-499) amends some provisions of CERCLA and  
19 provides for a Community Right-to-Know program.

### 20 Resource Conservation and Recovery Act

21 The Resource Conservation and Recovery Act of 1976 (RCRA; 42 USC § 6901 *et seq.*), as  
22 amended by the Hazardous and Solid Waste Amendments of 1984, is the primary federal law  
23 for the regulation of solid waste and hazardous waste in the United States. These laws provide  
24 for the "cradle-to-grave" regulation of hazardous wastes, including generation,  
25 transportation, treatment, storage, and disposal. Any business, institution, or other entity  
26 that generates hazardous waste is required to identify and track its hazardous waste from  
27 the point of generation until it is recycled, reused, or disposed of.

28 USEPA has primary responsibility for implementing RCRA, but individual states are  
29 encouraged to seek authorization to implement some or all RCRA provisions. California  
30 received authority to implement the RCRA program in August 1992. DTSC is responsible for  
31 implementing the RCRA program in addition to California's own hazardous waste laws, which  
32 are collectively known as the Hazardous Waste Control Law.

### 33 Energy Policy Act of 2005

34 Title XV, Subtitle B of the Energy Policy Act of 2005 (the Underground Storage Tank  
35 Compliance Act of 2005) contains amendments to Subtitle I of the Solid Waste Disposal Act,  
36 the original legislation that created the Underground Storage Tank (UST) Program. As  
37 defined by law, a UST is "any one or combination of tanks, including pipes connected thereto,  
38 that is used for the storage of hazardous substances and that is substantially or totally  
39 beneath the surface of the ground." In cooperation with USEPA, SWRCB oversees the UST  
40 Program. The intent is to protect public health and safety and the environment from releases  
41 of petroleum and other hazardous substances from tanks. The four primary program  
42 elements include leak prevention (implemented by Certified Unified Program Agencies

[CUPAs], described in more detail below), cleanup of leaking tanks, enforcement of UST requirements, and tank integrity testing.

### Spill Prevention, Control, and Countermeasure Rule

USEPA's Spill Prevention, Control, and Countermeasure (SPCC) Rule (40 Code of Federal Regulations [CFR], Part 112) apply to facilities with a single above-ground storage tank (AST) with a storage capacity greater than 660 gallons, or multiple tanks with a combined capacity greater than 1,320 gallons. The rule includes requirements for oil spill prevention, preparedness, and response to prevent oil discharges to navigable waters and adjoining shorelines. The rule requires specific facilities to prepare, amend, and implement SPCC Plans.

### Occupational Safety and Health Administration

OSHA is responsible at the federal level for ensuring worker safety. OSHA sets federal standards for implementation of workplace training, exposure limits, and safety procedures for the handling of hazardous substances (as well as other hazards). OSHA also establishes criteria by which each state can implement its own health and safety program.

### Federal Communications Commission Requirements

There is no federally mandated radio frequency (RF) exposure standard; however, pursuant to the Telecommunications Act of 1996 (47 USC § 224), the Federal Communications Commission (FCC) established guidelines for dealing with RF exposure. The exposure limits are specified in 47 CFR § 1.1310 in terms of frequency, field strength, power density, and averaging time. Facilities and transmitters licensed and authorized by FCC must either comply with these limits or an applicant must file an environmental assessment (EA) with FCC to evaluate whether the proposed facilities could result in a significant environmental effect.

### Code of Federal Regulations (14 CFR) Part 77

Air safety and the efficient use of navigable airspace is covered by 14 CFR Part 77.9. Implementation of the code is administered by the Federal Aviation Administration (FAA). If an organization plans to sponsor any construction or alterations that might affect navigable airspace, a Notice of Proposed Construction or Alteration (FAA Form 7460-1) must be filed. The code provides specific guidance regarding FAA notification requirements when:

- any construction or alteration exceeding 200 ft above ground level;
- any construction or alteration:
  - within 20,000 ft of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with its longest runway more than 3,200 ft;
  - within 10,000 ft of a public use or military airport which exceeds a 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 ft;
  - within 5,000 ft of a public use heliport which exceeds a 25:1 surface;
- any highway, railroad or other traverse way whose prescribed adjusted height would exceed the above noted standards;

- when requested by the FAA; and
- any construction or alteration located on a public use airport or heliport regardless of height or location.

The Proposed Project includes construction of a 148-foot communications tower.

## ***State Laws, Regulations, and Policies***

### **Safe Drinking Water and Toxic Enforcement Act of 1986 – Proposition 65**

The Safe Drinking Water and Toxic Enforcement Act of 1986, more commonly known as Proposition 65, protects the state's drinking water sources from contamination with chemicals known to cause cancer, birth defects, or other reproductive harm. Proposition 65 also requires businesses to inform the public of exposure to such chemicals in the products they purchase, in their homes or workplaces, or that are released into the environment. In accordance with Proposition 65, the California Governor's Office publishes, at least annually, a list of such chemicals. California Office of Environmental Health Hazard Assessment, an agency under the California Environmental Protection Agency (CalEPA), is the lead agency for implementation of the Proposition 65 program. Proposition 65 is enforced through the California Attorney General's Office; however, district and city attorneys and any individual acting in the public interest may also file a lawsuit against a business alleged to be in violation of Proposition 65 regulations.

### **The Unified Program**

The Unified Program consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of six environmental and emergency response programs. CalEPA and other state agencies set the standards for their programs, while local governments (CUPAs) implement the standards. For each county, the CUPA regulates/oversees the following:

- Hazardous materials business plans;
- California accidental release prevention plans or federal risk management plans;
- The operation of USTs and ASTs;
- Universal waste and hazardous waste generators and handlers;
- On-site hazardous waste treatment;
- Inspections, permitting, and enforcement;
- Proposition 65 reporting; and
- Emergency response.

### **Hazardous Materials Business Plans**

Hazardous materials business plans are required for businesses that handle hazardous materials in quantities greater than or equal to 55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of compressed gas, or extremely hazardous substances above the threshold planning quantity (40 CFR, Part 355, Appendix A) (Cal OES 2018). Business plans are required to include an inventory of the hazardous materials used/stored by the business, a



1 site map, an emergency plan, and a training program for employees (Cal OES 2018). In  
2 addition, business plan information is provided electronically to a statewide information  
3 management system, verified by the applicable CUPA, and transmitted to agencies  
4 responsible for the protection of public health and safety (i.e., local fire department,  
5 hazardous material response team, and local environmental regulatory groups) (Cal OES  
6 2018).

### 7 California Occupational Safety and Health Administration

8 Cal/OSHA assumes primary responsibility for developing and enforcing workplace safety  
9 regulations in California. Cal/OSHA regulations pertaining to the use of hazardous materials  
10 in the workplace (CCR Title 8) include requirements for safety training, availability of safety  
11 equipment, accident and illness prevention programs, warnings about exposure to hazardous  
12 substances, and preparation of emergency action and fire prevention plans. Hazard  
13 communication program regulations that are enforced by Cal/OSHA require workplaces to  
14 maintain procedures for identifying and labeling hazardous substances, inform workers  
15 about the hazards associated with hazardous substances and their handling, and prepare  
16 health and safety plans to protect workers at hazardous waste sites. Employers must also  
17 make material safety data sheets available to employees and document employee  
18 information and training programs. In addition, Cal/OSHA has established maximum  
19 permissible RF radiation exposure limits for workers (Title 8 CCR § 5085[b]), and requires  
20 warning signs where RF radiation might exceed the specified limits (Title 8 CCR § 5085 [c]).

### 21 California Accidental Release Prevention

22 The purpose of the California Accidental Release Prevention (CalARP) program is to prevent  
23 accidental releases of substances that can cause serious harm to the public and the  
24 environment, to minimize the damage if releases do occur, and to satisfy community right-to-  
25 know laws. In accordance with this program, businesses that handle more than a threshold  
26 quantity of regulated substance(s) are required to develop a risk management plan (RMP).  
27 This RMP must provide a detailed analysis of potential risk factors and associated mitigation  
28 measures that can be implemented to reduce accident potential. CUPAs implement the  
29 CalARP program through review of RMPs, facility inspections, and public access to  
30 information that is not confidential or a trade secret.

### 31 California Department of Forestry and Fire Protection Wildland Fire Management

32 The Office of the State Fire Marshal and the California Department of Forestry and Fire  
33 Protection (CAL FIRE) administer state policies regarding wildland fire safety. Construction  
34 contractors must comply with the following requirements in the Public Resources Code  
35 during construction activities at any sites with forest-, brush-, or grass-covered land:

- 36       ▪ Earthmoving and portable equipment with internal combustion engines must be  
37       equipped with a spark arrestor to reduce the potential for igniting a wildland fire  
38       (Public Resources Code § 4442).
- 39       ▪ Appropriate fire-suppression equipment must be maintained from April 1 to  
40       December 1, the highest-danger period for fires (Public Resources Code § 4428).
- 41       ▪ On days when a burning permit is required, flammable materials must be removed to  
42       a distance of 10 ft from any equipment that could produce a spark, fire, or flame, and

the construction contractor must maintain the appropriate fire-suppression equipment (Public Resources Code § 4427).

- On days when a burning permit is required, portable tools powered by gasoline-fueled internal combustion engines must not be used within 25 ft of any flammable materials (Public Resources Code § 4431).

#### California Highway Patrol

CHP, along with Caltrans, enforce and monitor hazardous materials and waste transportation laws and regulations in California. These agencies determine container types used and license hazardous waste haulers for hazardous waste transportation on public roads. All motor carriers and drivers involved in transportation of hazardous materials must apply for and obtain a hazardous materials transportation license from CHP.

### 3.9.2 Environmental Setting

#### ***Existing Hazards and Hazardous Materials***

In October 2018, Avocet prepared a Phase I Environmental Site Assessment evaluating the history and current condition of the Project site and surrounding properties and the potential for hazardous chemicals or wastes to have adversely impacted the underlying soil and groundwater (Avocet 2018a). Due to the proximity of several actual and potential contaminant sources identified in the Phase I Environmental Site Assessment, a subsequent Phase II Investigation was conducted to assess the possible presence of methane and volatile organic compounds (VOCs) in soil vapor, and total petroleum hydrocarbons (TPH), VOCs, and metals in shallow soil. (Avocet 2018b). Potential hazards and findings from the Phase II Investigation related to those hazards are presented below:

- Groundwater Impacts from Offsite Sources.** The site is located hydraulically downgradient of the former Powerine refinery and several other properties at which oil and/or oil field wastes were stored, processed, and/or disposed. Free product and dissolved-phase hydrocarbons attributed to releases at the former Powerine refinery have migrated beneath the hospital property. In particular, dissolved-phase VOCs have been detected in groundwater beneath the site. In addition, the site is located in relatively close proximity to commingled plumes of chlorinated VOCs attributed to releases from the former Omega Superfund site and several other industrial facilities to the north. However, soil and soil vapor samples tested for TPH, metals, and VOCs revealed *de minimis* concentrations of these analytes. Although the soil and soil vapor impacts do not pose a significant threat to current or future receptors, the groundwater contamination concerns are ongoing and will be addressed by other responsible parties.
- Potential for Methane Gas.** The northern portion of the site is within the administrative boundary of the Santa Fe Springs oil field, and, as such, a survey for methane gas might be required prior to redevelopment pursuant to Los Angeles County Department of Public Works. To determine whether the site is subject to a significant methane flux, eight soil vapor samples from four locations were analyzed for methane and fixed gases. Methane was not detected in any of the samples.
- VECs.** Vapor encroachment conditions (VECs) at the Project site. A VEC can occur if VOCs from an offsite source migrate beneath a property in the vapor phase. Low

concentrations of VOCs were detected in five of the eight soil vapor samples. However, applying the DTSC default residential attenuation factor to the maximum VOC concentrations in soil vapor indicates that VOCs are not likely to accumulate inside future structures at concentrations in excess of conservative residential indoor air screening levels.

### ***Airports***

No airports are located within a 2-mile radius of the Proposed Project. The nearest airport is the Fullerton Municipal Airport approximately 5.9 miles southeast of the Project site.

### ***Wildfire Hazards***

The Project site is located in urban, developed area. The nearest open space area is the Puente Hills approximately 4.2 miles northeast of the site. Local fires would be managed by Los Angeles County Fire Department #20, at 12110 Adoree Street in Norwalk, 1.2 road miles southwest of the Project site.

### ***Sensitive Receptors***

The Project site is on DSH land. Medical, residential, industrial, and office land uses are located near the Project site. Nearby sensitive receptors include:

- Elm Street Apartments (on DSH grounds): approximately 20 ft west of the Project site;
- DSH-Metropolitan – multiple buildings within 600 ft of the site;
- Plaza de la Raza Child Development Services – 825 ft north;
- Private residences on Volunteer Avenue – beginning 1,060 ft southwest;
- Vickies Kids Family Daycare – 1,775 ft southwest;
- Kaiser Medical Clinic – 2,800 ft; and
- Lakeland Elementary School – 3,250 ft northwest.

## **3.9.3 Discussion of Checklist Responses**

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials—*Less than Significant***

### ***Construction Activities***

Construction activities for the Proposed Project would require handling of hazardous materials, such as fuels, lubricating fluids, and solvents for use with construction equipment on-site. Accidental spills or improper use, storage, transport, or disposal of these hazardous materials could result in a public hazard or the transport of hazardous materials (particularly during storm events) to the underlying soils and groundwater.

Although these hazardous materials could pose a hazard as described above, Proposed Project activities would be required to comply with extensive regulations so that substantial risks would not result. Examples of compliance with these regulations would include preparation of a hazardous materials business plan, as described above, which would include a training program for employees, an inventory of hazardous materials, and an emergency plan (Cal OES 2018). All storage, handling, and disposal of these materials would be done in accordance with regulations established by DTSC, USEPA, OSHA, Cal OES, CUPA, and Cal/OSHA. As described in Section 3.10, "Hydrology and Water Quality," the Proposed Project would prepare a SWPPP as part of its compliance with applicable NPDES permits. To ensure the SWPPP includes appropriate spill prevention and other construction BMPs. These BMPs would protect the environment (water quality) from hazardous materials, and may include, but not be limited to, developing and implementing a spill prevention and emergency response plan, minimizing use or storage of hazardous materials, and other measures.

As a result of compliance with the applicable regulations as described above and implementation of applicable BMPs, no significant risks would result to construction workers, the public, or the environment from the construction-related transport, use, storage, or disposal of hazardous materials. Therefore, this impact would be **less than significant**.

### ***Operations***

Operation of the Proposed Project would necessitate the use and storage of several hazardous items and materials. Items and materials that would be on-site and could pose a risk to human health and safety and the environment include the following:

- One approximately 275-gallon waste oil storage tank for collecting used oil from the automobile service station;
- Miscellaneous lubricants from the automobile service station;
- One 12,000-gallon above-ground tank of gasoline for vehicle refueling;
- Storage area for tires;
- One above-ground tank of diesel fuel to power the emergency generator;
- Gun cleaning materials, including various solvents;
- Flares and ammunition;
- Propane tanks to supply natural gas; and
- Communications tower.

Hazardous materials would be stored on-site and used or disposed of at regular intervals. Accidental spills or improper use, storage, transport, or disposal of these hazardous materials could result in a public hazard or the transport of hazardous materials (particularly during storm events) to the underlying soils and groundwater.

However, all hazardous materials would be either contained within the buildings (e.g., solvents used for cleaning guns) or have appropriate containment measures.

Specifically, hazardous materials stored outdoors would be kept in containers that have secondary or tertiary containment, and additionally would be equipped with safe wells downstream of the containers that would capture any leaks or spills in the event of a failure and allow for appropriate treatment and disposal. All storage, handling, and disposal of these

materials would comply with the applicable regulations of DTSC, USEPA, OSHA, Cal OES, and Cal/OSHA to ensure that no significant risks would result to workers, the public, or the environment from the operation-related transport, use, storage, or disposal of hazardous materials.

Finally, the Proposed Project would include the installation and use of a communications tower. Compliance with existing FCC regulations regarding RF radiation (see Section 3.9.1) above) would reduce potential for any adverse effects to human health or the environment associated with RF exposure from the communications tower proposed as part of the Proposed Project. Therefore, this impact would be **less than significant**.

**b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment—*Less than Significant***

Several sensitive receptors are located within a 1-mile radius of the Project site, including multiple DSH-Metropolitan buildings within 600 ft of the site.

Construction activities associated with the Proposed Project, including clearing, grubbing, and soil excavation, have the potential to come into contact with existing sources of contamination if any are present. However, as described above in Section 3.8.2, trace amounts of TPH, metals, and VOCs were detected at the Project site at levels far below residential and commercial/industrial U.S. EPA and DTSC risk screening levels (Avocet 2018b). In addition, arsenic was detected in soil samples but at concentrations representative of regional background levels (Avocet 2018b). Therefore, soil excavation activities would have a low potential to expose construction workers or nearby sensitive receptors to existing on-site hazardous materials, and would not create a significant hazard through upset or accident conditions involving excavated materials.

The Proposed Project's construction would require the use, transport, and disposal of hazardous materials; however, as detailed above, compliance with the applicable regulations and implementation of SWPPP and permit BMPs would ensure that no significant risks would result to construction workers, the public, or the environment from reasonably foreseeable upset or accident conditions involving the use of hazardous materials for the Proposed Project's construction activities.

Operations associated with the Proposed Project would include the use of hazardous and/or flammable materials, such as ammunition, tires, fuels, and flares. These materials would pose a potential health and safety risk to employees on-site and to individuals nearby in foreseeable upset and/or accident (e.g., fire) conditions. However, as discussed above, all hazardous materials would be either contained within the buildings (e.g., solvents and ammunition), or have appropriate containment measures. For example, flares would be stored in a fusee enclosure that is designed to allow flares to burn until all flames are extinguished. Cement-block walls surrounding the fusee enclosure on three sides would further minimize the potential for risk to humans or the environment from a potential accident/fire risk. In addition, implementation of the applicable provisions of USEPA, OSHA, Cal/OSHA, CalEPA, Cal OES, CAL FIRE, and CUPA permitting processes would fully address potential risks associated with all hazardous or flammable materials used during the

Proposed Project's operation. Storage and use of these materials would not be significantly different from their use at the existing CHP Southern Division Santa Fe Springs Area Office.

Therefore, with compliance with the applicable regulations and implementation of applicable BMPs, this impact would be **less than significant**.

**c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school—*No Impact***

No existing or proposed schools are located within ¼ mile of the Project site. Therefore, there would be **no impact**.

**d. Located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, create a significant hazard to the public or the environment—*Less than Significant***

The Proposed Project is a listed Historic Cortese site due to a leaking underground storage tank (LUST) reported on September 11, 1989 (Avocet 2018a). The contaminants of concern included gasoline that potentially impacted an aquifer used for drinking water supply. The exact location of the gasoline release is unknown. SWRCB declared the site cleanup completed and closed the case as of November 20, 1996.

Another release was reported to the Los Angeles RWQCB in a letter dated August 15, 1996. The waste discharge report describes a bioremediation cell in which soil impacted by bunker fuel was treated. RWQCB determined that soil in the treatment cell had been satisfactorily bioremediated, could be reused as backfill in the excavation area, and that no further action (NFA) was required (LARWQCB, August 15, 1996 as cited in Avocet 2018a). Hospital personnel recalled that the release was from a former 3,000-gallon underground storage tank that stored No. 6 bunker fuel oil west of the boiler house, approximately 765 ft west of the Project site.

A Phase II Investigation (Avocet 2018b) assessed other potential hazardous materials releases from adjacent sites and the potential impacts to the Project site, including: groundwater impacts from offsite sources; potential for methane gas; and VOCs migration to the Project site from offsite sources. Field investigations revealed *de minimis* concentrations of TPH, metals, and VOCs of these analytes not likely to accumulate inside future structures at concentrations in excess of conservative residential indoor air screening levels. Moreover, methane was not detected during site investigations and the site is not located within 300 ft of an oil/gas well or within 1,000 ft of a methane-producing landfill.

Therefore, the Proposed Project would not create a significant hazard to the public or the environment as a result of past onsite hazardous releases and this impact would be **less than significant**.

**e, f. Located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a private airport or public airport and result in a safety hazard for people residing or working in the study area—*Less than Significant***

No airports or airstrips are located within 2 miles of the Project site. The nearest airport is the Fullerton Municipal Airport approximately 5.9 miles southeast of the Project site.

A proposed 148-foot communications tower would be constructed as part of the Proposed Project. The tower would not affect the flight path of aircraft but could pose a potential risk to the assurance of navigation signal reception for aircraft flying to and from local airports.

CHP would comply with the rules and regulations of CFR Title 47, Telecommunication, regarding the location and construction of the communications tower, registering the communications tower with FCC, and marking and lighting of the communications tower. The Proposed Project would submit applicable forms upon completion of tower construction. Therefore, this impact would be **less than significant**.

**g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan—*Potentially Significant***

Construction-related employee vehicle trips and truck trips for the Proposed Project would potentially increase traffic to on Bloomfield Avenue and cause slowdowns as construction vehicles enter and exit the Project site over the duration of the 24-month construction period. An increase in traffic could impair emergency responders. In addition, Proposed Project operations would result in an increase in trips to the Project site. These impacts may be considered **potentially significant** and this will be further evaluated in the EIR.

**h. Expose People or Structures either directly or indirectly to a significant risk of loss, injury, or death involving wildland fires—*No Impact***

The Proposed Project is located in an urban, developed area. The Project site is encircled by asphalt streets and walkways and includes a baseball field, greenhouse, plant nursery, and irrigated turf grass and landscaped areas. Surrounding land uses consists of other developed, commercial/industrial uses. The nearest open space area is the Puente Hills approximately 4.2 miles northeast of the site. No wildlands exist in the vicinity of the Project site; therefore, the Proposed Project would have **no impact**.

1

*This page intentionally left blank*



## 1 3.10 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Proposed Project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, through the addition of impervious surfaces, in a manner that would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 3.10.1 Regulatory Setting

#### ***Federal Laws, Regulations, and Policies***

##### **Clean Water Act**

CWA is the primary federal law that protects the quality of the nation's surface waters, including lakes, rivers, and coastal wetlands. Key sections pertaining to water quality regulation for the hydrology and water quality impact evaluation are CWA § 303 and § 402.

##### ***Section 303(d)— Listing of Impaired Water Bodies***

Under CWA § 303(d), states are required to identify “impaired water bodies” (i.e., those not meeting established water quality standards), identify the pollutants causing the impairment, establish priority rankings for waters on the list, and develop a schedule for the development of control plans to improve water quality. USEPA then approves the State's recommended list of impaired waters or adds and/or removes waterbodies.

##### ***Section 402—NPDES Permits for Stormwater Discharge***

CWA § 402 regulates stormwater discharges to surface waters through the NPDES, which is officially administered by USEPA. In California, USEPA has delegated its authority to the SWRCB, which, in turn, delegates implementation responsibility to the nine RWQCB, as discussed below in reference to the Porter-Cologne Water Quality Control Act (known as the Porter-Cologne Act).

The NPDES program provides for both general (those that cover a number of similar or related activities) and individual (activity- or project-specific) permits.

**General Permit for Construction Activities:** Most construction projects that disturb 1.0 or more acre of land are required to obtain coverage under the SWRCB's General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order 2009-0009-DWQ as amended by 2010-0014-DWQ and 2012-0006-DWQ). The general permit requires that the applicant file a public notice of intent to discharge stormwater and prepare and implement a SWPPP. The SWPPP must include a site map and a description of the proposed construction activities, demonstrate compliance with relevant local ordinances and regulations, and present a list of BMPs that will be implemented to prevent soil erosion and protect against discharge of sediment and other construction-related pollutants to surface waters. Permittees are further required to monitor construction activities and report compliance to ensure that BMPs are correctly implemented and are effective in controlling the discharge of construction-related pollutants.

**Municipal Stormwater Permitting Program:** SWRCB regulates stormwater discharges from municipal separate storm sewer systems (MS4s) through its Municipal Storm Water Permitting Program (SWRCB 2013). Permits are issued under two phases depending on the size of the urbanized area/municipality. Phase I MS4 permits are issued for medium (population between 100,000 and 250,000 people) and large (population of 250,000 or more people) municipalities, and are often issued to a group of co-permittees within a metropolitan area. Phase I permits have been issued since 1990. Beginning in 2003, SWRCB began issuing Phase II MS4 permits for smaller municipalities (population less than 100,000).

The City of Norwalk is a co-permittee under the Phase I MS4 permit (Order No. R4-2012-0175, NPDES No. CAS004001, amended by Order WQ 2015-0075) issued to the Los Angeles County Flood Control District, the Los Angeles County, and 84 incorporated cities within the coastal watersheds of Los Angeles County with the exception of the City of Long Beach. This permit includes Total Maximum Daily Load (TMDL) provisions designed to ensure that permittees achieve waste load allocations (WLAs) and meet other requirements of TMDLs covering receiving waters impacted by the permittees' MS4 discharges. Among the TMDL provisions are applicable water quality-based effluent limitations for trash, compliance options that permittees may use to achieve compliance with the effluent limitations for trash, and monitoring and reporting requirements related to the effluent limitations for trash. (Los Angeles RWQCB 2016).

#### Federal Emergency Management Agency

FEMA produces flood insurance rate maps that identify special flood hazard areas. The maps further classify these areas into "zones" that broadly characterize the potential risk of an area being inundated by a 100-year or 500-year flood in any given year.

### ***State Laws, Regulations, and Policies***

#### Porter–Cologne Water Quality Control Act

The Porter–Cologne Act, passed in 1969, dovetails with CWA (see discussion of the CWA above). It established SWRCB and divided the state into nine regions, each overseen by a RWQCB. The SWRCB is the primary State agency responsible for protecting the quality of the state's surface water and groundwater supplies; however, much of the SWRCB's daily implementation authority is delegated to the nine RWQCBs, which are responsible for implementing CWA §§ 401, 402, and 303[d]. In general, SWRCB manages water rights and regulates statewide water quality, whereas RWQCBs focus on water quality within their respective regions.

The Porter–Cologne Act requires RWQCBs to develop water quality control plans (also known as basin plans) that designate beneficial uses of California's major surface-water bodies and groundwater basins and establish specific narrative and numerical water quality objectives for those waters. Beneficial uses represent the services and qualities of a waterbody (i.e., the reasons that the waterbody is considered valuable). Water quality objectives reflect the standards necessary to protect and support those beneficial uses. Basin plan standards are primarily implemented by regulating waste discharges so that water quality objectives are met.

The Project site is located in the San Gabriel Hydrologic Unit, Coyote Creek Sub-Area, and is under the jurisdiction of the Los Angeles RWQCB. The Water Quality Control Plan for the Los Angeles Region establishes the following beneficial uses of the Lower San Gabriel River (Reach 2 – Whittier Narrows Dam to Firestone Blvd): municipal water supply (MUN), Industrial Service Supply (IND), Industrial Process Supply (PROC), Ground Water Recharge (GWR), Warm Freshwater Habitat (WARM), Wildlife Habitat (WILD), Rare, Threatened, or Endangered Species (RARE), Water Contact Recreation (REC1), and Non-contact Water Recreation (REC2). Beneficial uses established for the North Fork of the Coyote Creek include (MUN), Industrial Service Supply (IND), Industrial Process Supply (PROC), Warm Freshwater Habitat (WARM), Wildlife Habitat (WILD), Rare, Threatened, or Endangered Species (RARE),

Water Contact Recreation (REC1), and Non-contact Water Recreation (REC2). (Los Angeles RWQCB 2014)

### Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (SGMA), passed in 2014, became law in 2015 and created a legal and policy framework to locally manage groundwater sustainably. SGMA allows local agencies to customize groundwater sustainability plans to their regional economic and environmental conditions and needs, and establish new governance structures, known as Groundwater Sustainability Agencies (GSAs). SGMA requires that a groundwater sustainability plan (GSP) be adopted for high and medium priority groundwater basins in California by 2020 for basins with critical overdraft. Low and very low priority basins are not required to adopt GSPs. GSPs are intended to facilitate the use of groundwater in a manner that can be maintained during the planning and implementation horizon without causing undesirable results (e.g., chronic lowering of groundwater levels).

The Coastal Plain of Los Angeles Basin – Central Subbasin, within which the Proposed Project is located, is designated as a very low priority basin under SGMA (California Department of Water Resources [DWR] 2018). Therefore, a GSP is not required for this basin.

## **3.10.2 Environmental Setting**

### ***Regional Setting and Climate***

The Project site is located in the South Coast Hydrologic Region, specifically within the Coastal Plain of the Los Angeles Basin, at an elevation of approximately 138 feet above mean sea level. The Coastal Plain of Los Angeles is bounded by the Santa Monica Mountains to the north; the Puente Hills, Chino Hills, and the Santa Ana Mountains to the east; and the San Joaquin Hills to the south; and the Pacific Ocean to the west (Avocet 2018). Major mountain ranges within the Los Angeles Region include the San Gabriel Mountains, Santa Monica Mountains, Santa Susana Mountains, Simi Hills, and Santa Ynez Mountains (Los Angeles RWQCB 2014).

The climate of the South Coast region is characterized by mild, wet winters and warm, dry summers. Most of the region's precipitation falls between December and March (DWR 2013). In the Norwalk area, the lowest average monthly temperature is approximately 47 °F in the winter. The highest average monthly temperature reaches approximately 90°F in the summer (Golden State Water Company [GSWC] 2016). This area receives an average of 9.18 inches of precipitation during the winter months (Western Regional Climate Center 2012).

### ***Surface Water Hydrology and Quality***

No surface water features are located in immediate proximity to the Project site. The nearest surface water features include engineered, concrete-lined channels: the North Fork of the Coyote Creek (also known as Cañada Verde Creek, approximately 1.6 miles east), and the San Gabriel River (Reach 2, from Whittier Narrows Dam to Firestone Blvd, approximately 2.2 miles northwest). Of these water bodies, the North Fork of the Coyote Creek is listed on the CWA 303(d) list of impaired water body segments for indicator bacteria and selenium (SWRCB 2017). Reach 2 of the San Gabriel River is listed as impaired for cyanide, lead, and water temperature (SWRCB 2017). The North Fork of Coyote Creek is a tributary to the San Gabriel River, which drains to the San Gabriel Estuary, which is impaired for various

contaminants, including copper, dioxin, indicator bacteria, nickel, and dissolved oxygen (SWRCB 2017).

### ***Stormwater***

The Project site is relatively flat and comprised primarily of pervious surfaces (i.e., a maintained lawn area). Impervious surfaces on the Project site are approximately 24,300 square feet. Stormwater generated on the Project site either infiltrates into the soil or sheet-flows toward the south (Earth Systems Pacific 2018).

Stormwater infrastructure and maintenance in the Project vicinity is generally provided by Los Angeles County Public Works (LA County Public Works), with additional connecting infrastructure (i.e., catchbasins) maintained by the City of Norwalk. Directly east of the site, the Bloomfield Drain reinforced concrete pipe runs along Bloomfield Avenue. Two stormwater laterals connecting catch basins to underground gravity mains are also located along Bloomfield Avenue: one just north of where it intersects with North Circle Drive and a second midway between North Circle Drive and South Circle Drive. Additionally, approximately six catch basins maintained by the County or City of Norwalk run along Bloomfield Avenue that span the project extent or are immediately south of the Project site. (LA County Public Works 2018).

### ***Groundwater Levels, Flows, and Quality***

The Project site lies above the Coastal Plain of Los Angeles Groundwater Basin, Central Subbasin (Groundwater Basin No. 4-11.04). The Central Subbasin occupies a large portion of the southeastern part of the Coastal Plain of the Los Angeles Groundwater Basin and contains many aquifers of permeable sands and gravels separated by semi-permeable to impermeable sandy clay to clay (DWR 2004). Historic groundwater levels in the basin have varied between five and ten feet below mean sea level over the last twenty years, with wells indicating the upper levels of that range in recent years (DWR 2004).

Groundwater flow direction may be affected by surface topography, hydrology, hydrogeology, soil conditions, and nearby wells. In general, groundwater flow in the Central subbasin has been from recharge areas in the northeast part of the subbasin to the south-southeast, towards the Pacific Ocean (Avocet 2018). Groundwater flow directions indicate that groundwater beneath the Project site generally follows this flow pattern. Based on investigations in the general site vicinity, groundwater beneath the site is expected to occur between 107 and 130 feet bgs (Avocet 2018).

Groundwater in the lower aquifers of the Central Subbasin is generally of good quality. However, the upper aquifers are degraded by organic and inorganic pollutants from a variety of sources, including leaking tanks, sewer lines, and illegal discharges. Groundwater quality in the deeper production aquifers is threatened by migration of pollutants from the upper aquifers (DWR 2013). Groundwater with high total dissolved solids (TDS) also occurs in the subbasin, with ranges from 200 to 2,500 mg/l, averaging 453 mg/l for the 293 wells tested (DWR 2004).

## ***Floodplains and Tsunamis***

The Project site is located within a FEMA designated area of minimal flood hazard; however, it is adjacent to a designated Zone X area with a 0.2% Annual Chance Flood Hazard or 500-year flood plain (FEMA 2008). Additionally, the Project site is outside of any tsunami inundation areas (CAL OES 2018). While the majority of the City of Norwalk would be subject to inundation from dam failure from the Whittier Narrows Dam (City of Norwalk 1996), the Project site is outside, and approximately 2,800 feet east, of the area of anticipated dam inundation (Earth Systems Pacific 2018).

### **3.10.3 Discussion of Checklist Responses**

#### **a. Violate any water quality standards, waste discharge requirements or otherwise substantially degrade surface or ground water quality—*Less than Significant***

##### ***Construction***

Construction of the Proposed Project would involve ground disturbance that could result in sediments being transported into local storm drainage systems, thereby degrading the quality of receiving waters. Construction would also include the potential storage, use, transport, and/or disposal of hazardous materials (e.g., fuels, oils, solvents) used for construction equipment. Accidental spills of these materials or improper material disposal could pose a risk to the groundwater underlying the spill or disposal area if the materials seep into the soil or groundwater. In addition, ground-disturbing activities (such as trenching) during Project construction could potentially expose groundwater, thereby providing a direct pathway by which hazardous materials could enter groundwater and potentially impair its quality. Improper disposal of dewatering effluent could also pose a potential threat to surface water or groundwater quality if the dewatered groundwater was polluted and transported to surface waters or groundwater. Hazardous materials spills on the Project site could affect surface water if they enter the existing stormwater system near the Project site and ultimately were transported to the stormwater system's receiving waterbodies.

As discussed further in Section 3.9, "Hazards and Hazardous Materials," storage or use of hazardous materials for Project construction activities would be limited and would be performed in compliance with all applicable federal, state, and local hazardous materials and hazardous waste regulations. No chemical processing or storage or stockpiling of substantial quantities of hazardous materials would take place at the Project site other than what would be necessary for standard construction activities. Furthermore, CHP and/or its contractor would dispose of hazardous materials at an appropriate hazardous materials disposal facility or landfill in accordance with all applicable federal, state, and local hazardous materials and hazardous waste regulations.

The Proposed Project also would be required to comply with applicable NPDES permits such as the NPDES General Permit for Construction Activities. As part of its compliance with this permit, CHP and/or its contractor would prepare a SWPPP and prevent polluted dewatered groundwater from being discharged to surface waters or groundwater. Compliance with these measures would prevent substantial impacts to surface or groundwater quality from occurring. Therefore, this impact would be **less than significant**.

## Operation

As detailed in Chapter 2, *Project Description*, and Section 3.9, “Hazards and Hazardous Materials,” operation of the Proposed Project would include the use and storage of hazardous materials, including fuel and oils, and would generate hazardous wastes from vehicle maintenance activities. These hazardous materials and wastes could result in an impact on water quality if transported to downstream surface waters (through the stormwater infrastructure) or into soils or groundwater; however, all hazardous materials would be either contained within the buildings (e.g., solvents used for cleaning of guns) or have appropriate containment measures. Specifically, hazardous materials stored outdoors would be kept in containers that have secondary or tertiary containment. With implementation of the above protocols, this impact would be **less than significant**.

In conclusion, given compliance with existing regulations, groundwater and surface water quality would be protected during construction and operation of the Proposed Project. Therefore, this impact would be **less than significant**.

### **b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge, such that the project may impede sustainable groundwater management of the basin—*Less than Significant***

The Proposed Project would develop 5.2 acres within the 6-acre site. Approximately 4 acres of this would be impervious surfaces; the remainder of the site would be unpaved, such as for landscaping and stormwater management. Additionally, the Proposed Project would involve re-surfacing of approximately 20,000 ft<sup>2</sup> of roadway and approximately 5,000 ft<sup>2</sup> of sidewalks along South Circle and Elm Street adjacent to the Project site. These area quantities are subject to change pending final design. Addition of impervious surfaces can reduce groundwater recharge by preventing water falling on the site as precipitation from infiltrating into the soil and groundwater below.

As described in Section 3.10.2 above, recharge in the Central subbasin occurs through recharge areas in the northeast part of the subbasin. As such, while the additional 4 acres of impervious surface that would result from the Proposed Project could reduce groundwater recharge to some degree, it would not substantially affect overall rates of recharge in the subbasin since it is not in a principle recharge area. Additionally, water falling on landscaped areas of the Project site would still have the opportunity to infiltrate into soil and groundwater. Furthermore, because the proposed project would not involve the installation of a well or pumping from an existing well on the site, the project would not directly remove any groundwater, and would therefore not conflict with sustainable groundwater management of the Central subbasin.

Finally, given that depth to groundwater at the site is likely in the range of 107 to 130 feet bgs. Project construction activities are unlikely to encounter substantial quantities of groundwater or require substantial dewatering, so groundwater supplies are unlikely to decrease in this way. Construction-related water demands for dust control over the anticipated 24-month construction period would be met using water trucks. While the source of water provided by the water trucks could derive from groundwater, the amount of water

used during construction would not be sufficient to substantially affect regional groundwater supplies.

Project water demands during operation would be met using the City's municipal water supplies, which are derived from groundwater and surface water, as described in Section 3.19, "Utilities and Service Systems." As discussed in Section 3.11, "Land Use and Planning," however, the Proposed Project would use water-efficient Leadership in Energy & Environmental Design (LEED) practices and technologies, and would be consistent with applicable land use designations and general plan policies. Therefore, Project water demands would not substantially impact groundwater water supplies or exceed the City's anticipated water demands from planned development.

Overall, the Proposed Project would not substantially decrease groundwater supplies such that the project may impede sustainable groundwater management of the basin. As a result, this impact would be **less than significant**.

**c (i-iv). Substantially alter the existing drainage pattern 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; increase the rate or amount of surface runoff resulting in flooding; create or contribute runoff water which would exceed the capacity of stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows—*Less than Significant***

Development of the Proposed Project would involve ground-disturbing construction activities and the creation of impermeable surfaces, both of which would alter the existing drainage pattern of the site. During construction, clearing, vegetation removal, grading, and other ground-disturbing activities would expose soils within the Project site and alter the on-site drainage patterns, thereby potentially increasing on-site susceptibility to erosion. As described in Section 3.10.3 item (a) above, however, the Project would be subject to the NPDES General Construction Permit, which would require preparation and implementation of a SWPPP, including measures to prevent erosion and siltation. As such, impacts associated with erosion and siltation from construction site stormwater discharges would be avoided or minimized.

Although no streams or other surface waters are present within the Project site, the Proposed Project would include construction-related grading activities and the development of impermeable surfaces that would alter the Project site's existing drainage patterns; however, the Proposed Project's stormwater infrastructure would ensure that the rate or amount of surface runoff from the Project site would be reduced before discharge to the existing stormwater infrastructure. Thus, the Proposed Project would not result in flooding on- or off-site, and would not impede or redirect flows.

The Proposed Project would create 4 acres of impermeable surfaces, which could alter or increase the Project site's runoff flow patterns and quantities. In addition, during Project operation, vehicular use of the Project's parking areas could result in the transfer of



pollutants (such as fuels and oils) onto the parking area surface, which could potentially be flushed into local stormwater drainages and, ultimately, into surface waters.

The design of the Proposed Project would include infrastructure to capture on-site runoff flows to avoid the potential for flooding and provide water quality treatment before discharging captured runoff into the existing City's stormwater system and ultimately into the receiving surface waters. The Proposed Project's stormwater infrastructure is anticipated to include, but would not be limited to, a stormwater detention basin as well as stormwater retention swales on the Project site. In addition, applicable state water quality regulations would require implementation of BMPs and other post-construction measures to minimize the discharge of pollutants into the Los Angeles County's MS4 system, as described in the Phase I NPDES MS4 Permit. BMPs applicable to the Proposed Project would include source control; low-impact development; and structural and non-structural BMPs, as defined in the Phase I NPDES MS4 Permit (Order No. R4-2012-0175, NPDES No. CAS004001, amended by Order WQ 2015- 0075). Inclusion of these features would avoid or minimize the potential impacts described above.

Therefore, the proposed project would not substantially alter the existing drainage pattern 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; increase the rate or amount of surface runoff resulting in flooding; create or contribute runoff water which would exceed the capacity of stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows. As a result, this impact would be **less than significant**.

**d. In flood hazard or, tsunami, or seiche zones, risk release of pollutants due to project inundation—*Less than Significant***

As mentioned above, the Project site is located within a FEMA designated area of minimal flood hazard; however, it is adjacent to a designated Zone X area with a 0.2% Annual Chance Flood Hazard, located in the City of Santa Fe Springs (across Bloomfield Avenue). The Project site is not downstream of any large standing bodies of water in which a seiche could occur, and is not within a tsunami-inundation area. Therefore, the potential to risk release of pollutants due to project inundation is low to nonexistent. As such, the impact would be **less than significant**.

**e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan—*No Impact***

The Proposed Project involves the construction and operation of a replacement CHP Area Office and associated improvements. It would not obstruct implementation of the Los Angeles RWQCB's Water Quality Control Plan (Basin Plan) nor would it conflict with any sustainable groundwater management plan under the Los Angeles Groundwater Sustainability Agency. As stated above, the Proposed Project would not contribute substantial sources of polluted runoff and would not substantially decrease groundwater supplies. Furthermore, the Proposed Project would be required to obtain LEED silver certification and would feature water-efficient fittings and fixtures to conserve water. In this regard, the new facility would likely be more water-efficient than the existing CHP facility in Santa Fe Springs. Therefore, **no impact** would occur.

1

*This page intentionally left blank*

## 1 3.11 LAND USE AND PLANNING

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 2 3.11.1 Regulatory Setting

3 Development activities on state-owned land are exempt from local laws, regulations, and  
 4 policies. However, such laws, regulations, and policies may apply to development activities  
 5 not located on the Project site (e.g., connections to infrastructure within the public right-of-  
 6 way). Local laws, regulations, and policies applicable to the Proposed Project are provided  
 7 below.

8 **Los Angeles County General Plan.** Los Angeles County's General Plan (2015) contains the  
 9 following goals and policies related to land use that are relevant to the Proposed Project:

10 **Goal LU 7:** Compatible land uses that complement neighborhood character and the  
 11 natural environment.

12 **Policy LU 7.1:** Reduce and mitigate the impacts of incompatible land uses, where  
 13 feasible, using buffers and other design techniques.

14 **Goal LU 10:** Well-designed and healthy places that support a diversity of built  
 15 environments.

16 **Policy LU 10.1:** Encourage community outreach and stakeholder agency input early  
 17 and often in the design of projects.

18 **Policy LU 10.3:** Consider the built environment of the surrounding area and  
 19 location in the design and scale of new or remodeled buildings, architectural styles,

and reflect appropriate features such as massing, materials, color, detailing or ornament.

**Policy LU 10.4:** Promote environmentally-sensitive and sustainable design.

**Policy LU 10.5:** Encourage the use of distinctive landscaping, signage and other features to define the unique character of districts, neighborhoods or communities, and engender community identity, pride and community interaction.

**City of Norwalk General Plan.** The City's General Plan (1996) contains the following goal, policy and objective related to land use that are relevant to the Proposed Project:

**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.

**Policy:** Encourage developments to be well located and functionally integrated with adjacent transit facilities.

**Objective:** To provide for upgraded infrastructure and services to support the City's physical and economic growth and development.

### 3.11.2 Environmental Setting

According to the City of Norwalk's General Plan land use map, the Project site is designated as Institutional (City of Norwalk 2016). This designation is intended for land uses which provide public services, including City Hall, the County Superior Courthouse, and other government buildings (City of Norwalk 1996). The land that the Project site will be constructed on is currently owned and used by the DSH and contains recreational facilities (landscaped lawn area, baseball field, basketball court, greenhouse, and a plant nursery) for residents of the hospital. Surrounding land uses include DSH-Metropolitan facilities to the north, south, and west of the Project site. Bloomfield Avenue borders the site on the east, and commercial/industrial buildings (ACI International, Fleetwash, and Kelly Pipe Company) are located further to the east.

The Project site is zoned as I (Institutional). Section 17.08.180 of the Norwalk Municipal Code states that the purpose and intent of the I zone is to implement the General Plan Institutional land use designation, and to permit public uses that support the function and purposes of other land uses, as well as the functions of City government and other government entities. According to Section 17.08.190, the following uses are permitted in the I zone: (1) government facilities including a City Hall, corporate yard, courthouse, fire station, fueling station, hospital, police or sheriff station, public library, and other similar uses, approved in accordance with the procedures in Section 17.02.270; (2) uses that provide economic development opportunities promoting employment, education, and business training resources or services to the public, as determined by the City of Norwalk; and (3) wireless telecommunications facilities, as provided by Chapter 17.04, Article IV.

### 3.11.3 Discussion of Checklist Responses

#### a. Divide an established community—*No Impact*

The proposed CHP facility would be compatible with surrounding land uses. The Project site is designated for Institutional uses, which includes public services. Government facilities, including police and sheriff stations, are public services that are permitted on land designated and zoned as Institutional in the City of Norwalk. The Project site is compatible with surrounding land uses as DSH-Metropolitan is also considered a public service. In addition, as described in Chapter 2, *Project Description*, the Proposed Project would include road improvements to Elm Street and South Circle, including the connection of South Circle to Bloomfield Avenue, which would allow for increased connectivity between the DSH-Metropolitan site and Bloomfield Avenue. The proposed CHP facility would not divide an established community. Therefore, there would be **no impact**.

#### b. Cause a significant environmental impact due to a conflict with land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect —*Less than Significant*

As described in Chapter 2, *Project Description*, DSH-Metropolitan would transfer jurisdiction of the Project site to CHP and would thus remain a State-owned property. Because the Project site is owned by the State, the County does not have jurisdiction over the site, and thus the City's land use plans and policies only apply to Proposed Project activities that would occur off-site (e.g., infrastructure tie-ins). Off-site activities would be conducted consistent with local requirements. This impact would be **less than significant**.

1

*This page intentionally left blank*

## 3.12 MINERAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 3.12.1 Regulatory Setting

#### ***Federal Laws, Regulations, and Policies***

No federal regulations are applicable to mineral resources in relation to the Proposed Project.

#### ***State Laws, Regulations, and Policies***

##### Surface Mining and Reclamation Act of 1975

The Surface Mining and Reclamation Act of 1975 (SMARA) requires that the State Mining and Geology Board identify, map, and classify aggregate resources throughout California that contain mineral resources of regional significance. The main objective of the SMARA classification-designation process is to ensure that mineral resources will be available when needed. Local jurisdictions are required to enact planning procedures to guide mineral conservation and extraction at particular sites and to incorporate mineral resource management policies into their general plans.

There are four Mineral Resource Zone (MRZ) classification-designations used in SMARA. These MRZ's are defined below (CDOC 1996):

- MRZ – 1: Areas where adequate geologic information indicates no presence of significant mineral deposits, or where it is determined that there is little likelihood of the existence of these deposits.
- MRZ – 2: Areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists. This zone shall be applied to known mineral deposits or where well developed lines of reasoning, based upon economic, geologic principles and adequate data demonstrate that the likelihood for occurrence of significant mineral deposits is high.

- MRZ – 3: Areas containing mineral deposits, the significance of which cannot be evaluated from available data.
- MRZ – 4: Areas where available information is inadequate for assignment to any other MRZ zone.

### 3.12.2 Environmental Setting

No mineral resources are located within the City of Norwalk (CDOC 1982a, 2010a). The closest active mining operation is Durbin (Mine ID #91-19-0023) in the Irwindale Production Area, approximately 10.0 miles northeast (CDOC 2016). This site produces sand and gravel. No present or prospective mining sites are located within 9 miles of the Project site. There are no mining operations located on the Project site, nor are there any known wells or oil and gas resources (CDOC 2010b).

The Proposed Project is located in an area designated as MRZ-1 in the central portion of the San Gabriel Valley P-C Region (CDOC 1982a). As described in Section 3.12.1 above, this MRZ classification indicates that there is no presence of significant mineral resources, or there is little likelihood for the presence of such resources. One of the most significant sand and gravel deposits in the Los Angeles area is the San Gabriel Alluvial Fan, located in the north San Gabriel Valley P-C Region (CDOC 1982c). Most deposits suitable as a source of aggregate are confined to the northern part of the valley and consist of sand and gravel resources. In 1984, 2,402 million tons of designated resources (including reserves) were identified in the San Gabriel Valley P-C Region, but no active aggregate operations or land classified as MRZ-2 was located in the City of Norwalk (CDOC 2010a, 1982c). The City of Norwalk is located on alluvium and terrace deposits. The San Gabriel Valley P-C Region's sand and gravel deposits are located north of the City of Norwalk.

### 3.12.3 Discussion of Checklist Responses

#### a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state – *Less than Significant*

The Proposed Project would develop the 6-acre site currently containing minimal impervious surfaces. Such development would limit the ability for mineral resource development and extraction at this site, but would not permanently affect any mineral resources that underlie the site. There are no known mineral resources underlying the Project site. The Project site is located in the City's urban limits and construction activities associated with the Proposed Project would not occur within areas identified for potential mineral recovery. Additionally, present land uses in the project area are incompatible with mining due to urbanization and impervious land surfaces. Therefore, this impact would be **less than significant**.



1       **b. Result in the loss of availability of a locally important mineral resource**  
2       **recovery site delineated on a local general plan, specific plan, or other**  
3       **land use plan – *No Impact***

4       The Project site is not identified as a locally important mineral recovery site. The Project site  
5       is within the City's urban limits where land use is incompatible with mining. The City of  
6       Norwalk General Plan does not analyze any mineral resources, nor provide policies and goals  
7       regarding the preservation of mineral resources within the City (City of Norwalk 1996).  
8       Additionally, the Los Angeles County General Plan did not identify any locally important  
9       mineral resource in the Project area and the Project would not interfere with the County's  
10      Mineral Resource Zone Protection Policies (Policy C/NR 10.1-10.6) (Los Angeles 2015a, b).  
11      Therefore, the Proposed Project would have **no impact** on the availability or recovery of a  
12      locally important mineral resource.

1

*This page intentionally left blank*

### 1 3.13 NOISE

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan area, or, where such a plan has not been adopted, within 2 miles of a public airport or public-use airport, would the project expose people residing or working in the project site to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### 2 3.13.1 Overview of Noise and Vibration Concepts and Terminology

##### 3 **Noise**

4 In the CEQA context, noise can be defined as unwanted sound. Sound is characterized by  
 5 various parameters, including the rate of oscillation of sound waves (frequency), the speed  
 6 of propagation, and the pressure level or energy content (amplitude). In particular, the sound  
 7 pressure level is the most common descriptor used to characterize the loudness of an ambient  
 8 sound level, or sound intensity. The decibel (dB) scale is used to quantify sound intensity.  
 9 Because sound pressure can vary enormously within the range of human hearing, a  
 10 logarithmic scale is used to keep sound intensity numbers at a convenient and manageable  
 11 level. The human ear is not equally sensitive to all frequencies in the spectrum, so noise  
 12 measurements are weighted more heavily for frequencies to which humans are sensitive,  
 13 creating the A-weighted decibel (dBA) scale.

14 Different types of measurements are used to characterize the time-varying nature of sound.  
 15 Below are brief definitions of these measurements and other terminology used in this  
 16 chapter.

- **Decibel (dB)** is a measure of sound on a logarithmic scale that indicates the squared ratio of sound pressure amplitude to a reference sound pressure amplitude. The reference pressure is 20 micro-pascals.
- **A-weighted decibel (dBA)** is an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
- **Maximum sound level ( $L_{\max}$ )** is the maximum sound level measured during a given measurement period.
- **Minimum sound level ( $L_{\min}$ )** is the minimum sound level measured during a given measurement period.
- **Equivalent sound level ( $L_{\text{eq}}$ )** is the equivalent steady-state sound level that, in a given period, would contain the same acoustical energy as a time-varying sound level during that same period.
- **Percentile-exceeded sound level ( $L_{xx}$ )** is the sound level exceeded during x percent of a given measurement period. For example,  $L_{10}$  is the sound level exceeded 10 percent of the measurement period.
- **Day-night sound level ( $L_{\text{dn}}$ )** is the energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels during the period from 10:00 p.m. to 7:00 a.m. (typical sleeping hours). This weighting adjustment reflects the elevated sensitivity of individuals to ambient sound during nighttime hours.
- **Community noise equivalent level (CNEL)** is the energy average of the A-weighted sound levels during a 24-hour period, with 5 dB added to the A-weighted sound levels between 7:00 p.m. and 10:00 p.m. and 10 dB added to the A-weighted sound levels between 10:00 p.m. and 7:00 a.m.

In general, human sound perception is such that a change in sound level of 3 dB is barely noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling or halving the sound level. **Table NOI-1** presents approximate noise levels for common noise sources, measured adjacent to the source.

**Table NOI-1. Examples of Common Noise Levels**

Common Outdoor Activities	Noise Level (dBA)
Jet flyover at 1,000 ft	110
Gas lawnmower at 3 ft	100
Diesel truck at 50 ft traveling 50 miles per hour	90
Noisy urban area, daytime	80
Gas lawnmower at 100 ft, commercial area	70
Heavy traffic at 300 ft	60
Quiet urban area, daytime	50
Quiet urban area, nighttime	40
Quiet suburban area, nighttime	30
Quiet rural area, nighttime	20

Source: Caltrans 2009

### Vibration

Ground-borne vibration propagates from the source through the ground to adjacent buildings by surface waves. Vibration may be composed of a single pulse, a series of pulses, or a continuous oscillatory motion. The frequency of a vibrating object describes how rapidly it is oscillating, measured in Hertz (Hz). Most environmental vibrations consist of a composite, or "spectrum," of many frequencies. The normal frequency range of most ground-borne vibrations that can be felt generally starts from a low frequency of less than 1 Hz to a high of about 200 Hz. Vibration information for this analysis has been described in terms of the peak particle velocity (PPV), measured in inches per second, or of the vibration level measured with respect to root-mean-square vibration velocity in decibels (VdB), with a reference quantity of 1 micro-inch per second.

Vibration energy dissipates 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 do those characterized by low frequencies, so that in a far-field zone distant from a source, the vibrations with lower frequency amplitudes tend to dominate. Soil properties also affect the propagation of vibration. When ground-borne vibration interacts with a building, a ground-to-foundation coupling loss usually results but the vibration also can be amplified by the structural resonances of the walls and floors. Vibration in buildings is typically perceived as rattling of windows, shaking of loose items, or the motion of building surfaces. In some cases, the vibration of building surfaces also can be radiated as sound and heard as a low-frequency rumbling noise, known as ground-borne noise.

Ground-borne vibration is generally limited to areas within a few hundred ft of certain types of industrial operations and construction/demolition activities, such as pile driving. Road vehicles rarely create enough ground-borne vibration amplitude to be perceptible to humans unless the receiver is in immediate proximity to the source or the road surface is poorly maintained and has potholes or bumps. Human sensitivity to vibration varies by frequency and by receiver. Generally, people are more sensitive to low-frequency vibration. Human

annoyance also is related to the number and duration of events; the more events or the greater the duration, the more annoying it becomes.

### 3.13.2 Regulatory Setting

#### ***Federal Laws, Regulations, and Policies***

No federal laws, regulations, or policies for construction-related noise and vibration that apply to the Proposed Project. However, the Federal Transit Administration (FTA) Guidelines for Construction Vibration in Transit Noise and Vibration Impact Assessment state that for evaluating daytime construction noise impacts in outdoor areas, a noise threshold of 90 dBA  $L_{eq}$  and 100 dBA  $L_{eq}$  should be used for residential and commercial/industrial areas, respectively (FTA 2018).

For construction vibration impacts, the FTA guidelines use an annoyance threshold of 80 VdB for infrequent events (fewer than 30 vibration events per day) and a damage threshold of 0.12 inches per second (in/sec) PPV for buildings susceptible to vibration damage (FTA 2018).

#### ***State Laws, Regulations, and Policies***

California requires each local government entity to implement a noise element as part of its general plan. California Administrative Code, Title 4, presents guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. The state land use compatibility guidelines are listed in **Table NOI-2**.

1 **Table NOI-2. State Land Use Compatibility Standards for Community Noise Environment**

Land Use Category	Community Noise Exposure - $L_{dn}$ or CNEL (db)						
	50	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							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arenas, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							
<b>Normally Acceptable</b>	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.						
<b>Conditionally Acceptable</b>	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.						
<b>Normally Unacceptable</b>	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.						
<b>Clearly Unacceptable</b>	New construction or development generally should not be undertaken.						

2 *Source: California Governor's Office of Planning and Research 2017*

### 3.13.3 Environmental Setting

Sensitive receptors are those segments of the population most susceptible to loud noises: children, the elderly, and individuals with pre-existing serious health problems affected by loud noises. Examples of locations that contain sensitive receptors are residences, schools and school yards, parks and playgrounds, daycare centers, nursing homes, and medical facilities. The Project site is immediately adjacent to the DSH-Metropolitan campus. With respect to groups that could be exposed to noise generated by the Proposed Project, medical, residential, industrial, and office land uses are located near the Project site. The approximate distance to nearby sensitive receptors was determined from the center of the Project site, as recommended by the FTA (2018).

DSH-Metropolitan is adjacent to the Project site and has multiple buildings within 600 ft of the project area. Homes for Life are approximately 20 ft from the edge of the Project site and roughly 270 ft from the project's center. The nearest residences offsite of the hospital campus are located 1,475 ft to the southwest on Volunteer Avenue. Plaza de la Raza Child Development Services facility is 1,350 ft to the north and Vickies Kids Family Daycare is 2,175 ft to the southwest of the Project site's center. Lakeland Elementary School is 3,500 ft northwest, while the nearest middle school and high school are located more than a mile away. Kaiser Medical Clinic is 3,200 ft south of the center of the Project site.

The area is subject to noise emanating from vehicular traffic, in particular from Bloomfield Avenue. Other sources of transportation noise in the area include a railroad line approximately 1,000 feet to the east and Interstate 5, which is located approximately one mile to the southwest. The project is located approximately 4,200 feet northeast of the Norwalk Sheriff Station Heliport, which is the nearest aircraft facility. The nearest public airport, Fullerton Municipal, is roughly six miles from the Project site. Ambient noise in the Project site is also influenced by the nearby industrial, medical, office, and residential activities (i.e., landscape maintenance, delivery vehicles, people talking, parking lot vehicle movements, and car doors closing). The project area is located entirely within the City of Norwalk; however, since the Project site is adjacent to Bloomfield Avenue, which is the boundary between the City of Norwalk and the City of Santa Fe Springs, the analysis below utilizes regulations from both municipalities.

### 3.13.4 Discussion of Checklist Responses

#### **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 in other applicable local, state or federal standards—*Potentially Significant***

The Proposed Project would generate noises associated with construction activities including construction equipment, and operation of motor vehicles to travel to the Project site, which would be temporary and cease once construction is complete. Operational noise sources would include vehicle traffic from CHP staff, visitors, and delivery vehicles, short testing of vehicle sirens as CHP vehicles are taken on shift, and noise from automobile maintenance repair activities. Periodic noises would be associated with operation of the emergency generator during power outages, and testing of building sirens associated with CHP operations.



Activities on the state-owned land would be exempt from local noise standards. Regardless, the City of Norwalk Noise Ordinance and City of Santa Fe Springs Noise Ordinance are informative as they indicate what is typically considered appropriate for construction-related noise and public safety sirens in the project vicinity. The Proposed Project would be consistent with the City of Norwalk and City of Santa Fe Springs Noise Ordinances, which place limits on construction hours (City of Norwalk 2018, City of Santa Fe Springs 2018). Horns and signaling devices used as a danger warning or as required by law, are exempt from regulation.

The City of Santa Fe Springs Noise Ordinance establishes an absolute maximum noise limit of 70 dBA at residential receptors with declining limits based on cumulative duration in a 1-hour period. The City of Norwalk Noise Ordinance limits noise to 60 dB for residential receptors during the daytime (5 dB above ambient) and the City of Norwalk General Plan contains a policy of achieving and maintaining an exterior noise level of 65 dBA at multifamily residential land uses; however, the nearest residential facilities are adjacent to the Project site and, like much of the Project site, are located within the 65 and 70 CNEL noise contours provided in the Norwalk General Plan due to noise from I-5, Bloomfield Avenue, and the railroad. Therefore, the Proposed Project should ensure that the proposed uses do not result in a noise increase greater than 5.0 dBA above existing background levels. Specific trip levels are not yet known but will be determined for the EIR, at which time the Proposed Project's generated noise levels will be evaluated to determine if they are above a 5.0 dBA increase. Since detailed information is needed to ensure that the Proposed Project's generated noise levels are below appropriate thresholds and do not result in a noise increase greater than 5.0 dBA, a detailed noise evaluation will be conducted in the EIR and the impact is **potentially significant**.

**b. Generation of excessive groundborne vibration or groundborne noise levels—*Potentially Significant***

Vibration thresholds for buildings occur at a PPV of 0.12 in/sec for buildings extremely susceptible to vibration damage. The human perception and annoyance thresholds are at 65 and 80 VdB respectively. Detailed calculations of vibration damage and perception require detailed information regarding the Proposed Project's potential construction equipment that will be used at the Project site. At this time, the construction equipment is not fully refined to estimate the extent of vibration that would impact the list of potential buildings susceptible to vibration damage and will be further evaluated in the EIR. Given the close proximity of buildings to the Project site and long-term medical care individuals and potentially vibration sensitive equipment in nearby land uses, this impact could be **potentially significant**. This impact will be further analyzed in the EIR.

**c. For a project located within the vicinity of a private airstrip or an airport land use plan area, or, within 2 miles of a public airport or public-use airport, would the project expose people residing or working in the project site to excessive noise levels—*Less than Significant***

There are no public airports within 2 miles of the Proposed Project. The nearest private airstrip or helipad within 2 miles of the Project site is the Norwalk Sheriff Station Heliport, which is located 4,200 feet to the southwest of the Proposed Project. With capacity for one

1 helicopter, the amount of potential noise associated with the heliport is limited. Infrequent  
2 helicopter traffic in the vicinity of the Proposed Project wouldn't substantially increase noise  
3 levels experienced by people working inside the proposed facility. In addition, the Proposed  
4 Project would be designed to ensure that indoor noise levels do not impact people working  
5 inside the project buildings. Therefore, the Proposed Project would not expose people  
6 working in the Project site to excessive noise levels from private or public airstrips. This  
7 impact would be **less than significant**.

## 1 **3.14 POPULATION AND HOUSING**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2 **3.14.1 Regulatory Setting**

#### 3 ***Federal Laws, Regulations, and Policies***

4 No federal regulations are applicable to population and housing in relation to the Proposed  
5 Project.

#### 6 ***State Laws, Regulations, and Policies***

7 No state regulations are applicable to population and housing in relation to the Proposed  
8 Project.

### 9 **3.14.2 Environmental Setting**

10 The Project site falls within the City of Norwalk, but borders the City of Santa Fe Springs; thus,  
11 the environmental setting as it relates to the Proposed Project is described for both Norwalk  
12 and Santa Fe Springs. The City of Norwalk's population is currently estimated at 106,084 (U.S.  
13 Census Bureau 2018a). The City of Santa Fe Springs' population is currently estimated at  
14 16,223 (U.S. Census Bureau 2018b). Additional community facts related to housing are listed  
15 in **Table PH-1** below. The combined homeowner and renter vacancy rate for the cities of  
16 Norwalk and Santa Fe Springs is 4.9 and 2.9 percent, respectively.

**Table PH-1. Community Facts for the Cities of Norwalk and Santa Fe Springs**

Demographic	Norwalk	Santa Fe Springs
Total housing units	28,528	5,360
Occupied housing Units	27,286	5,130
Combined homeowner and renter vacancy rate	4.9%	2.9%
Predominant Occupation industries	1. Educational services, health care, and social assistance 2. Manufacturing 3. Retail trade	1. Educational services, health care, and social assistance 2. Manufacturing 3. Professional, scientific, management and administration and waste management

\* Data from U.S. Census Bureau 2018c, U.S. Census Bureau 2018d, U.S. Census Bureau 2018f

The majority of jobs in Norwalk and Santa Fe Springs are in the education sector, and health care and social assistance industry, which together accounted for 20 and 24 percent of the workforce in 2016<sup>3</sup>, respectively (U.S. Census Bureau 2017d and 2017e citing 2016 American Community Survey). Other large industries in both cities include manufacturing; retail trade; and professional, scientific, and management, and administrative and waste management services.

The Project site does not contain any housing structures. On the DSH--Metropolitan campus, there are numerous vacated residential facilities in proximity to the project to the west and south. One actively used residential site north of the Project site is Homes for Life, a transitional, state-licensed 38-bed residential facility for homeless adults with mental illness, that is located along Elm Street (a long driveway) within the hospital campus. Bloomfield Avenue is directly to the east of the Project site followed by commercial/industrial uses.

### 3.14.3 Discussion of Checklist Responses

#### a. Induce unplanned population growth—*Less than Significant*

The Proposed Project would support a total of 159 employees over the next 10 years, which is an increase of 13 over the 146 employees who currently work out of the CHP Santa Fe Springs existing office. Given that the existing Santa Fe Springs office is only 3.0 road miles from the Project site, many of the relocated employees may not need to move their personal residences. However, if a portion of the 146 relocated employees were to move to Norwalk, in addition to the new employees that may be hired over the next 10 years, this could result in a minor increase in the local population. Based on the information presented in Section 3.14.2, sufficient housing is available in Norwalk and Santa Fe Springs to support such a population increase.

<sup>3</sup> Note: 2016 was the last year for which data was available.

1 The Proposed Project would not involve any activities that would increase the population  
2 indirectly, such as by removing an obstacle to growth. It is expected that the current Santa Fe  
3 Springs CHP office would be decommissioned and auctioned as part of the State surplus. This  
4 action would not be expected to result in substantial population growth at the location of the  
5 existing office in Santa Fe Springs.

6 It is expected that the regional labor force would be sufficient to meet the construction  
7 workforce demand associated with the Proposed Project. While some workers may  
8 temporarily relocate from other areas, the resulting population increase would be minor and  
9 temporary. As a result, this impact would be **less than significant**.

10 **b. Displace a substantial number of existing housing or people—*No Impact***

11 The Project site is vacant of active housing units and would not displace any existing housing  
12 units or people. The Proposed Project would not require construction of any replacement  
13 housing. Furthermore, all of the Proposed Project facilities would be constructed within the  
14 6-acre parcel. As a result, **no impact** would occur.

1

*This page intentionally left blank*

## 1 3.15 PUBLIC SERVICES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 2 3.15.1 Regulatory Setting

#### 3 ***Federal Laws, Regulations, and Policies***

4 No federal laws, regulations, or policies apply to public services and the Proposed Project.

#### 5 ***State Laws, Regulations, and Policies***

##### 6 California Fire Code

7 The California Fire Code (Title 24 CCR, Part 9) establishes minimum requirements to  
 8 safeguard public health, safety, and general welfare from the hazards of fire, explosion, or  
 9 dangerous conditions in new and existing buildings. Chapter 33 of CCR contains  
 10 requirements for fire safety during construction and demolition as follows:

11 **3304.4 Spontaneous ignition.** Materials susceptible to spontaneous ignition, such  
 12 as oily rags, shall be stored in a listed disposal container.

**3304.5 Fire watch.** When required by the fire code official for building demolition, or building construction during working hours that is hazardous in nature, qualified personnel shall be provided with at least one approved means for notification of the fire department and their sole duty shall be to perform constant patrols and watch for the occurrence of fire.

**3308.1 Program superintendent.** The owner shall designate a person to be the fire prevention program superintendent who shall be responsible for the fire prevention program and ensure that it is carried out through completion of the project. The fire prevention program superintendent shall have the authority to enforce the provisions of this chapter and other provisions as necessary to secure the intent of this chapter. Where guard service is provided, the superintendent shall be responsible for the guard service.

**3308.2 Prefire plans.** The fire prevention program superintendent shall develop and maintain an approved prefire plan in cooperation with the fire chief. The fire chief and the fire code official shall be notified of changes affecting the utilization of information contained in such prefire plans.

**3310.1 Required access.** Approved vehicle access for firefighting shall be provided to all construction or demolition sites. Vehicle access shall be provided to within 100 feet of temporary or permanent fire department connections. Vehicle access shall be provided by either temporary or permanent roads, capable of support vehicle loading under all weather conditions. Vehicle access shall be maintained until permanent fire apparatus access roads are available.

**3316.1 Conditions of use.** Internal combustion-powered construction equipment shall be used in accordance with all of the following conditions:

1. Equipment shall be located so that exhausts do not discharge against combustible material.
2. Exhausts shall be piped to the outside of the building.
3. Equipment shall not be refueled while in operation.
4. Fuel for equipment shall be stored in an approved area outside of the building.

### **3.15.2 Environmental Setting**

#### ***Fire Protection***

Fire protection services for the city of Norwalk are provided by the Los Angeles County Fire Department (LACoFD). LACoFD is one of the largest emergency service agencies in the world and services nearly 4.1 million residents of Los Angeles County, including 59 cities and over 2,300 square miles of unincorporated area within the County (LACoFD 2018a). The LACoFD includes personnel of 4,670, with 174 fire stations and 22 battalions. With regard to emergency operations, LACoFD has 210 engine companies, 29 truck companies, and 109 paramedic units. Additionally, it has the following reserve equipment (LACoFD 2018b):



- 58 engines;
- 10 trucks/quints;
- 31 squads;
- 21 Battalion SUVs

In 2017, LACoFD recorded over 395,000 incidents (i.e., fire, hazardous materials, false alarms, etc.) and made over 324,000 emergency medical responses (LACoFD 2018b). The LACoFD Division IV (Battalions 8, 9 and 21) provides service to the City of Norwalk and eleven other cities. Station 20, located at 12110 E. Adoree St. Norwalk, CA, would service the Project site and is approximately 1.2 miles southwest of the Project site (LACoPD 2018c).

### ***Police Protection***

Law enforcement services at the Project site are provided by the Los Angeles County Sheriff's Department (LASD) and the Metropolitan Hospital Police Department, which is the DSH-Metropolitan campus' own law enforcement. The LASD's Norwalk Station serves the DSH-Metropolitan campus, the Project site, the City of Mirada and portions of Whittier (LASD 2018). The County's Norwalk station is located approximately 1.1 miles south of the Project (12335 Civic Center Drive in Norwalk) and has over 220 personnel (DSH 2019). The Metropolitan Hospital Police Department is located on the hospital campus and provides primary incident response responsibility (DSH 2019). The DSH-Metropolitan Hospital Police currently has approximately 83 officers working 3 shifts (DSH 2019). Within the City of Norwalk, LASD serves a population of 106,084 (U.S. Census Bureau 2017). The City of Norwalk also has a Department of Public Safety, which is located at 12700 Norwalk Blvd. The Department was developed to find solutions to neighborhood concerns of crime, vandalism, gang activity, juvenile delinquency, narcotics activity, and quality of life issues. Public Safety Officers regularly resolve issues before they require a law enforcement response, and respond to requests for safety services and information, municipal code enforcement, parking enforcement, high-visibility patrols of the City's parks, facilities, neighborhoods, and the commercial and business areas. (City of Norwalk 2018).

### ***Schools***

The City of Norwalk is served by four school districts: Norwalk-La Mirada Unified School District, ABC Unified School District, Whittier Union High School District, and Little Lake City School District. Within these school districts, there are a total of 28 active public schools, including 1 pre-school, 17 elementary schools, 6 middle schools, and 4 high schools. Additionally, there are 9 private schools within the City (California Department of Education [CDOE] 2018a). In 2017-2018, the 28 public schools had a total enrollment of 18,439 students (CDOE 2018b). The nearest schools to the Project site are Lakeland Elementary School (1.4 miles northwest) and Paddison Elementary School (1.7 miles southwest).

### ***Parks***

The City of Norwalk contains 15 public parks, varying in size from 1.19 acres to 17.27 acres, encompassing a total of 113.2 acres (LADPR 2016a). The nearest parks to the Project site include Amelia Mayberry Park (0.78 miles northeast) and Little Lake Park (0.8 miles northwest), in the cities of Whittier and Santa Fe Springs, respectively. The closest park

within the City of Norwalk is Zimmerman Park (0.9 miles southeast). Please see Section 3.16, “Recreation,” for additional information on parks.

### ***Other Public Facilities***

The Project site is located approximately 1.2 miles north of Norwalk Public Library and approximately 1.4 miles north of Norwalk City Hall. The Project site will be located on a 6-acre parcel that will be sectioned from the existing 165-acre campus of the DSH-Metropolitan. The next closest medical facility is the Norwalk Community Hospital, approximately 1.3 miles south of the Project site.

### **3.15.3 Discussion of Checklist Responses**

#### **a. Result in adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities**

The Proposed Project is replacement of the existing Santa Fe Springs CHP area office located in Santa Fe Springs. The physical environmental impacts of this new facility are discussed throughout this IS and are therefore not discussed here. The Proposed Project would not require closure of any public facilities during construction. However, because the replacement CHP Area Office would support 159 employees, an increase of 13 from the existing facility that supports 146 employees, the Proposed Project could marginally increase the demand on public services. Potential impacts from the Proposed Project on specific public services are discussed below.

The Proposed Project’s construction process has been evaluated for its potential to impede public services as a result of truck trips, construction activities on/adjacent to the surface streets, and construction-related traffic in Section 3.17, “Transportation.”

#### **i. Fire protection—*Less than Significant***

Construction activities on the Project site would take place on a site that primarily consists of mowed lawn areas with shrubs and trees, limited structures, and limited areas of ruderal vegetation and bare ground. Operation of power tools and equipment during project construction could potentially provide an ignition source and increase fire risk in the area. Storage of flammable materials (e.g., fuel) during project construction could also increase fire risk. However, project construction activities would follow the requirements for fire safety during construction contained in the California Fire Code (see Section 3.15.1). Adherence to the requirements of the California Fire Code would reduce the potential increase in fire risk during project construction to a less-than-significant level.

As described in Chapter 2, *Project Description*, and in Section 3.9, “Hazards and Hazardous Materials,” the Proposed Project would include storage of flammable materials on-site. One liquefied petroleum gas tank would store 12,000 gallons of fuel (gasoline) for CHP vehicle and equipment use. An enclosure would store flares. The facility also would include an armory to store guns and ammunition. Storage of these materials could potentially increase the demand on fire protection services in the event of an upset; however, storage and containment facilities would follow all applicable safety regulations, which would reduce the

potential for, and minimize the effects of, an accidental fire or hazardous materials release. Additionally, storage of these materials at the new CHP facility would not differ substantially from storage at the existing facility.

The replacement facility would be equipped with a sprinkler system and would be constructed in accordance with the California Fire Code. The additional employees associated with the Proposed Project would not generate substantial demand for fire protection, significantly affect average response times or other performance metrics, such as to require provision of new fire protection facilities. This impact would be **less than significant**.

## **ii. Police protection—*No Impact***

The Proposed Project would provide police protection services to southeastern Los Angeles County, which includes the cities of Artesia, Bellflower, Cerritos, Downey, Hawaiian Gardens, La Habra Heights, La Mirada, Lakewood, Norwalk, Paramount, Pico Rivera, Santa Fe Springs and Whittier. CHP is responsible for enforcing vehicular and traffic laws on state highways and freeways, and the Proposed Project would replace the existing CHP area office facility in Santa Fe Springs. The additional officers at the new facility and improved and expanded facilities would most likely improve police protection services in the area. This may marginally decrease average response times or improve other service performance objectives. The Proposed Project would not affect the operations or services of the DSH-Metropolitan Police Department or the LASD. Overall, the Proposed Project's impact on police protection service would be beneficial; therefore, there would be **no impact**.

## **iii. Schools—*Less than Significant***

The small increase in employment associated with the Proposed Project may result in some population growth (i.e., from new CHP personnel moving to the area), and related school enrollment. However, this increase would not be substantial and would not be expected to require construction of any new school facilities. Therefore, the impact on schools from the Proposed Project would be **less than significant**.

## **iv. Parks—*Less than Significant***

The Proposed Project would not involve construction of any parks or recreational facilities. However, the Proposed Project would displace a lawn area, a baseball field, a covered overhang, and basketball court, which are available for use by staff, patients, and any other users of the DSH-Metropolitan campus facilities. These facilities are generally infrequently used. The removal of these facilities would not require replacement within the DSH-Metropolitan campus or any other offsite locations. Project construction would not require the temporary closure of any nearby parks or recreational facilities, or otherwise affect the access or use of such facilities. The small potential increase in population resulting from the Proposed Project could marginally increase the demand for parks, but would not require construction of new parks or recreational facilities. As a result, this impact would be **less than significant**.

1           **v.   Other public facilities—*Less than Significant.***

2           The relatively small population increase that would result from the Proposed Project would  
3           not require provision of any new public facilities, such as hospitals or libraries. This impact  
4           would be **less than significant**.

## 1 **3.16 RECREATION**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 2 **3.16.1 Regulatory Setting**

#### 3 ***Federal Laws, Regulations, and Policies***

4 No federal regulations are applicable to recreation in relation to the Proposed Project.

#### 5 ***State Laws, Regulations, and Policies***

6 No state regulations are applicable to recreation in relation to the Proposed Project.

### 7 **3.16.2 Environmental Setting**

8 The City of Norwalk has about 113 park acres within its city boundaries (LADPR 2016a). A  
9 total of 23 recreation spaces are administered by the City of Norwalk Recreation and Park  
10 Services Department (City of Norwalk 2018). The adjacent City of Santa Fe Springs has  
11 approximately 102 park acres (LADPR 2016b).

12 There are 4 parks and recreation facilities within 1 mile of the Project site (City of Norwalk  
13 2018, LADPR 2016a and 2016b). Parks include Amelia Mayberry Park (0.78 miles east), Little  
14 Lake Park (0.88 miles northwest) and John Zimmerman Park (0.95 miles southeast) located  
15 in the cities of Whittier, Norwalk, and Santa Fe Springs, respectively. **Table REC-1** lists parks  
16 in proximity to the Project.

1 **Table REC-1. Parks and Recreational Facilities in the Vicinity of the Proposed Project**

Park/Facility Name	Ownership	Approximate Distance and Direction from Project Site (aerial miles)	Features
Norwalk City Hall	City of Norwalk	0.71 southwest	open lawn area
Amelia Mayberry Park	Los Angeles County Parks and Recreation	0.78 east	basketball courts, baseball fields, multipurpose fields, fitness zone, picnic shelter, playground, splash pad, gymnasium, senior center, and restrooms
Little Lake Park	City of Santa Fe Springs	0.88 northwest	open lawn area, basketball courts, baseball fields, picnic shelter, swimming pool, community/rec center, restrooms
John Zimmerman Park	City of Norwalk	0.95 southeast	open lawn area, basketball court, baseball fields, playground, and restrooms

2 *Source: City of Norwalk 2018, Los Angeles County Department of Parks & Recreation 2016a and 2016b*

### 3 ***Recreational Facilities on DSH-Metropolitan Campus***

4 The DSH-Metropolitan campus has onsite recreational amenities for residents. Onsite  
5 amenities and facilities include: a social gathering facility (the Oasis building), a library, an  
6 assembly hall (James Hall), a religious center, a baseball field, a basketball court, and a  
7 greenhouse and nursery. Use of the baseball field and basketball court are infrequent. The  
8 greenhouse and nursery are currently used for therapy services.

### 9 **3.16.3 Discussion of Checklist Responses**

#### 10 **a. Increase use of existing parks or recreational facilities—*Less than*** 11 ***Significant***

12 The Project site is located on a 6-acre parcel that will be sectioned from the DSH-Metropolitan  
13 property. Existing recreational facilities on the site include a baseball field, basketball court,  
14 a greenhouse and a plant nursery. These facilities will be removed as a result of construction  
15 of the project. The closest park is the Amelia Mayberry Park, which is approximately 0.78  
16 miles east of the Project site. As noted in Section 3.15, "Population and Housing," the  
17 Proposed Project would not result in substantial population growth and, therefore, would not  
18 substantially increase demand for parks and recreational facilities in the area. The 13  
19 additional CHP employees that would be supported by the Proposed Project over 10 years  
20 could marginally increase use of existing parks (e.g., if they or their family were to use nearby  
21 recreational facilities during their free time), but these effects would not be substantial and  
22 would not require or result in the construction of new or expanded parks or recreational  
23 facilities. As a result, this impact would be **less than significant**.

**b. Creation of new or altered recreational facilities—*Less than Significant***

The Proposed Project would remove the recreational baseball field and basketball court as well as the greenhouse and nursery that are located on the Project site. The future need for the baseball field and basketball court facilities is not anticipated. Therefore, the removal of these recreational facilities would not require the construction of other recreational facilities within the DSH-Metropolitan campus or elsewhere. It is anticipated that the greenhouse and nursery would be relocated or replaced at an alternate location on the hospital campus. The Project would not introduce substantial numbers of people to the area or otherwise cause the need to construct new or altered recreational facilities. As a result, this impact would be **less than significant**.

1

*This page intentionally left blank*



## 1 **3.17 TRANSPORTATION**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Project:				
a. Conflict with an applicable plan, ordinance or policy addressing the circulation system, transit, roadways, bicycle, and pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 2 **3.17.1 Traffic and Transportation Terminology**

3 The following are definitions of key traffic and transportation terms used in this section and  
4 based on materials published by the Transportation Research Board (2000, 2010).

5 **Level of Service.** Level of service (LOS) is a qualitative measure describing operational  
6 conditions within a traffic stream, based on service measures such as speed and travel time,  
7 freedom to maneuver, traffic interruptions, comfort, and convenience. LOS is defined  
8 according to methods presented in the Highway Capacity Manual (HCM). Using the Highway  
9 Capacity Manual procedures, the quality of traffic operation is graded into one of six service  
10 levels, LOS A through F (see **Table TR-1**).

11 **Intersection Capacity Utilization (ICU).** This methodology was used to determine the  
12 intersection volume-to-capacity (V/C) ratio and corresponding LOS for all study  
13 intersections. Table TR-1 below contains the standards for the six service levels used in the  
14 City of Norwalk for both signalized and unsignalized intersections.

1      **Table TR–1.**    Level of Service Definitions for Intersections

Level of Service	Description	Volume/ Capacity Ratio
A	Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	0.000-0.600
B	Free-flow speeds are maintained. The ability to maneuver within the traffic stream is only slightly restricted.	0.601-0.700
C	Flow with speeds at or near free-flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver.	0.701-0.800
D	Speeds decline slightly with increasing flows. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort.	0.801-0.900
E	Operation at capacity. There are virtually no usable gaps within the traffic stream, leaving little room to maneuver. Any disruption can be expected to produce a breakdown with queuing.	0.901-1.000
F	Represents a breakdown in flow.	> 1.000

2      *Source: Transportation Research Board, 1980 and 2010*

3      **Volume/Capacity Ratio (V/C).** The ratio between the existing or projected volume of traffic  
4      using a transportation facility and the capacity of that facility. The capacity is defined as the  
5      maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a  
6      point or uniform section of a lane or roadway during a given time period under prevailing  
7      roadway, traffic and control conditions.

8      **Freeway.** The function of a freeway is to provide for inter-regional and intra-regional travel.  
9      Freeways serve high speed traffic and are fully access-controlled with no at-grade crossings  
10     interrupting the flow of traffic. Vehicle speeds and daily traffic volumes are very high.  
11     Interchanges typically connect to major or minor arterials.

12     **Arterial roads.** Arterial roads provide for mobility within the county and its cities, carrying  
13     through-traffic on continuous routes and joining major traffic generators, freeways,  
14     expressways, super arterials, and other arterials. Access to abutting private property and  
15     intersecting local streets is generally restricted.

16     **Local roads.** Local roads provide direct access to abutting property and connect with other  
17     local roads, collectors, arterials, super arterials, and expressways. Local roads are typically  
18     developed as 2-lane, undivided roadways and provide access to abutting private property  
19     and intersecting streets.

### 3.17.2 Regulatory Setting

Although the Project site and its related projects occur in the City of Norwalk, Bloomfield Avenue bisects the city boundaries of Norwalk and Santa Fe Springs. Thus, significance criteria for both cities may be applicable. The City of Norwalk and the City of Santa Fe Springs both use significance impact criteria established in the Los Angeles County Traffic Impact Analysis Guidelines (Los Angeles County 1997) to evaluate potential project impacts at intersections within the cities. The City of Norwalk's General Plan (City of Norwalk 1996) establishes LOS D as the threshold standard for peak hour intersection operations. The City's target is LOS C. The Los Angeles Congestion Management Program (CMP) guidelines were also used to determine arterial monitoring intersections, where a proposed project adds 50 or more trips during either the AM or PM weekday peak hours (Los Angeles County 2010).

### 3.17.3 Environmental Setting

The existing CHP facility is located at 10051 Orr and Day Road, Santa Fe Springs. The Project site for the replacement facility is located at the DSH-Metropolitan site in Norwalk, California along Bloomfield Avenue. It is approximately 3 miles southeast of the existing CHP Santa Fe Springs Area Office. The following subsections describe regional and local access to the project area.

#### *Existing Vehicle Access*

The project is located west of Bloomfield Avenue between Elm Street and South Circle on the DSH-Metropolitan campus. Access to the Project site is provided by Bloomfield Avenue and is served by a network of freeways, arterial roads, and local roads. The following text provides a brief discussion of the major components of the study area roadway network. The location of these roadways in relation to the Project site is shown in **Figure TR-1**.

Interstate 5 (I-5) is a major north-south Interstate Highway running through California, Oregon, and Washington, and serves several large cities on the West Coast including San Diego, Los Angeles, Sacramento, Portland, and Seattle. Within the vicinity of the Project site, I-5 provides four lanes in each direction. Access to the Project site from I-5 is provided at Rosecrans Avenue, San Antonio Drive, Imperial Highway and Florence Avenue.

Interstate 605 (I-605) is a major north-south Interstate Highway in Southern California, running for about 27 miles. It is also known as the San Gabriel Freeway. Between Telegraph Road and Florence Avenue, it provides four general purpose lanes and one HOV lane in each direction. Access to the Project site from I-605 is provided from Telegraph Road, Florence Avenue, Firestone Boulevard and Imperial Highway.

Telegraph Road is an east-west arterial that provides access to the Project site. It provides three lanes in each direction between Norwalk Boulevard and Bloomfield Avenue. The posted speed limit is 40 miles per hour (mph). Telegraph road serves as a major access route to the Project site from I-605. On-street parking is not permitted on either side of the roadway within the vicinity of the Project site.

Bloomfield Avenue is a north-south roadway that provides two travel lanes between Imperial Highway and Telegraph Road. The posted speed limit along Bloomfield varies between 40 mph and 45 mph. It serves as a major arterial within the vicinity of the Project

1 site. On-street parking is not permitted on either side of the roadway within the vicinity of  
2 the Project site.

3 Imperial Avenue is an east-west roadway that provides three lanes in each direction  
4 between Norwalk Boulevard and Bloomfield Avenue. The posted speed limit is 50 mph. On-  
5 street parking is not permitted on either side of the roadway within the vicinity of the  
6 Project site.

7 Florence Avenue is an east-west roadway that provides two lanes of travel between Norwalk  
8 Boulevard and Bloomfield Avenue. The posted speed limit is 40 mph. On-street parking is  
9 not permitted on either side of the roadway within the vicinity of the Project site.

### 10 ***Existing Bicycle and Pedestrian Facilities***

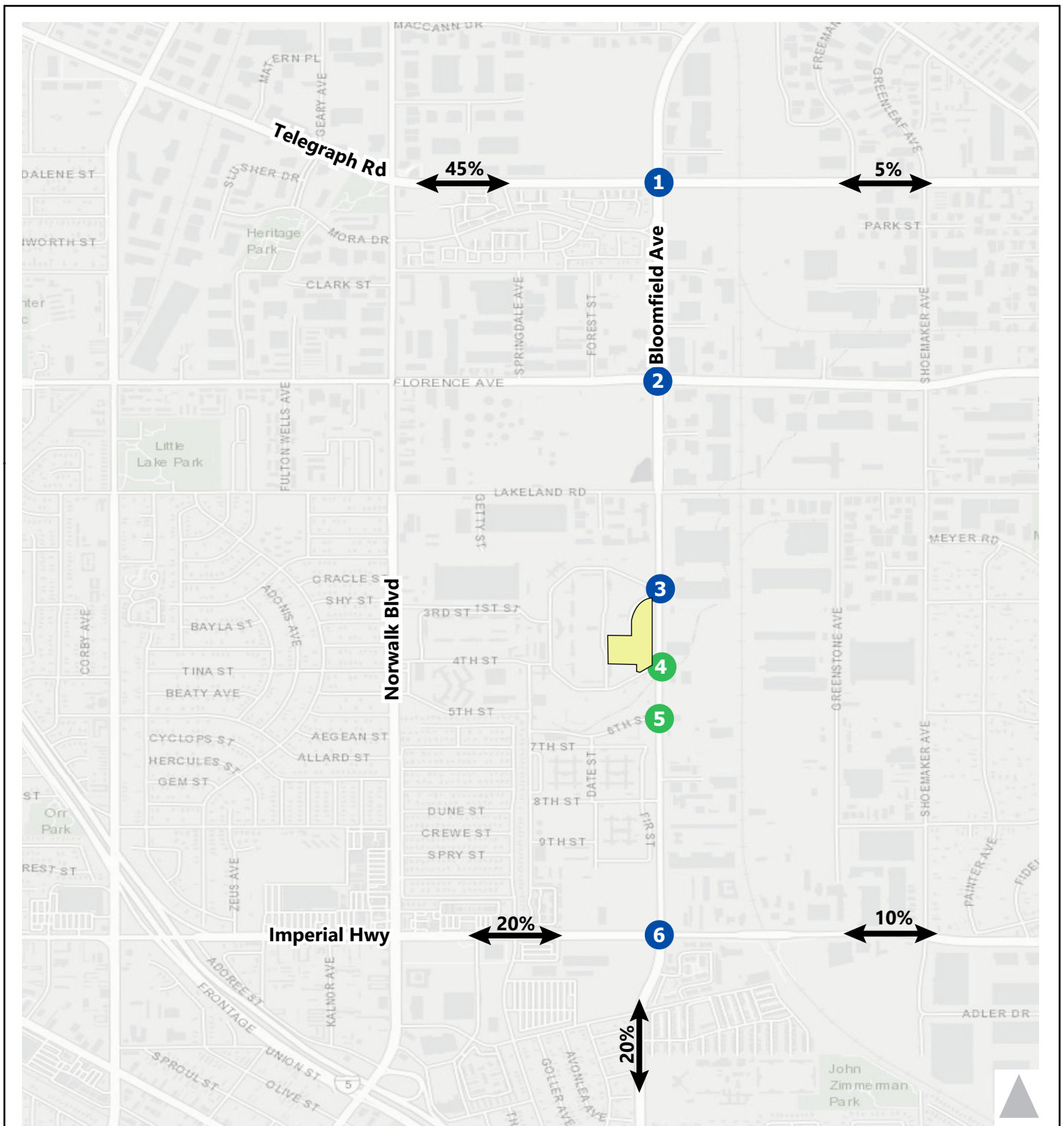
11 Within the vicinity of the Project site, Class II bike lanes exist on Bloomfield Avenue between  
12 Imperial Highway and Telegraph Road. There are gaps in sidewalk connectivity along  
13 Bloomfield Avenue. Between Imperial Highway and Elm Street/Project Access, there are no  
14 sidewalks on Bloomfield Avenue in the Southbound direction. Sidewalks are present on both  
15 sides of the road from Lakeland Road to Telegraph Road. At the signalized intersections in  
16 the area, crosswalks and pedestrian push-button actuated signals are provided.

### 17 ***Existing Transit Service***

18 Route 7 of Norwalk Transit runs between the Norwalk Green Line Station to El Monte Bus  
19 Station. Bus stops along this route within the study area are located at the following:  
20 Bloomfield/Imperial and Bloomfield/Telegraph. On weekdays, service in the Northbound  
21 direction runs from 4:07 AM to 8:42 PM, and from 5:21 AM to 9:11 PM in the Southbound  
22 direction with headways<sup>4</sup> varying between 35 minutes to 65 minutes for both directions. The  
23 Saturday schedule starts at 5:49 AM and ends at 7:37 PM in the Northbound direction and  
24 runs from 6:35 AM to 7:57 PM in the Southbound direction with one-hour headways for both  
25 directions. (Norwalk Transit System 2017).

---

<sup>4</sup> Headway is a distance or time between vehicles in a transit system.



### Legend



Existing Study Intersections



Future Study Intersections



Study Area



Trip Distribution

Prepared by:



Prepared for:  
California Highway Patrol

Source: Fehr and Peers 2018

**Figure TR-1. Proposed Study Locations and Trip Distribution**

**Santa Fe Springs Area Office Replacement Project  
Initial Study**

### ***Existing Commute Trips***

The existing CHP Santa Fe Springs Area Office accommodates 146 employees. To fulfill its law enforcement and public safety activities at all times, the existing office is staffed 7 days a week, 24 hours a day by shift employees. Uniformed employee shifts run generally from early morning (around 6:00 a.m.) to mid-afternoon, mid-afternoon to evening, and evening to early morning (6:00 a.m.). Non-uniformed employee (civilian support staff) shifts run from 8:00 a.m. to 5:00 p.m.

The total number of trips to and from the existing CHP Santa Fe Springs Area Office by all employees (including uniformed officers and other staff) was determined through a 24-hour driveway counting exercise. Cameras collected data on the two driveways serving the existing CHP facility, to count the daily number of trips generated by the facility. Eighteen (18) inbound trips and 14 outbound trips occurred during the a.m. peak hour (8:00-9:00 a.m.) for a total of 32 trips. The total number of trips generated by employees during the p.m. peak hour (4:00-5:00 p.m.) was 42 composed of 18 inbound trips and 24 outbound trips.

## **3.17.4 Impact Analysis**

### ***Study Intersections***

Bloomfield Avenue is the primary arterial that serves the Project site. The intersections along Bloomfield Avenue are most likely be affected by the Proposed Project and were selected for analysis. These were identified through consultation with the City of Norwalk. The selected intersections are as follows:

1. Telegraph Road/Bloomfield Avenue
2. Florence Avenue/Bloomfield Avenue
3. North Circle/Bloomfield Avenue/Project Access
4. South Circle/Bloomfield Avenue
5. 6<sup>th</sup> Street/Bloomfield Avenue
6. Imperial Highway/Bloomfield Avenue

Note that intersections of South Circle/Bloomfield Avenue and 6<sup>th</sup> Street/Bloomfield do not currently exist and are gated from Bloomfield. No turning movements are allowed at these two intersections. The six selected study intersections are located in two different jurisdictions. Florence Avenue/Bloomfield Avenue and Telegraph Avenue/Bloomfield Avenue are located in the City of Santa Fe Springs; the remaining are found in the City of Norwalk.

### ***Traffic Count Data***

Turning movement volumes, including pedestrian and bicycle volumes, were collected at six intersections nearby the proposed CHP facility location during the peak travel periods in the morning and evening. Morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak hour traffic counts were collected on January 24, 2019. Driveway counts were also collected for a

24-hour period at the existing Santa Fe Springs CHP facility entrance/exits on October 25, 2018.

### Trip Generation

Trip generation rates were derived using the driveway counts collected at the existing CHP Santa Fe Springs Area Office and the current number of employees (146). This is shown in **Table TR-2** below. These rates were then used to project the number of trips expected for the project given a 10-year staffing population of 159 (**Table TR-3**).

**Table TR-2. Project Trip Rates**

Land Use	Rate	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Driveway Counts	146 employees	541	16	13	29	17	22	39
<b>Site Specific Trip Rates [a]</b>	per employee	3.71	55%	45%	0.20	44%	56%	0.27
California Highway Patrol								

Note: Rates are developed based on driveway counts collected at existing CHP Santa Fe Springs Area Office in October 2018.

Source: Fehr and Peers, 2018

**Table TR-3. Project Generated Trips**

Land Use	Projected 10-year Staffing	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Proposed Project	159	589	18	14	32	18	24	42
California Highway Patrol								

Note: Daily trips are based on the maximum number of employees (159) at the new CHP Santa Fe Springs Area Office.

Source: Fehr and Peers, 2018

### ***Trip Distribution***

A critical component of the transportation analysis is the trip distribution of the Proposed Project. This was determined based on employees' residence zip code data provided by the CHP Santa Fe Springs Area Office, existing travel patterns in the area, and the location of complementary land uses. The resulting trip distribution percentages are shown on Figure TR-1 and summarized in **Table TR-4**.

**Table TR-4. Project Trip Distribution Percentages**

Roadway	Percent of Trips to/from Project Site
Telegraph Road west of Bloomfield Avenue	45%
Telegraph Road east of Bloomfield Avenue	5%
Imperial Highway west of Bloomfield Avenue	20%
Imperial Highway east of Bloomfield Avenue	10%
Bloomfield Avenue south of Imperial Highway	20%
<b>Total</b>	<b>100%</b>

Source: Fehr & Peers, 2018

### 3.17.5 Discussion of Checklist Responses

#### a. Conflict with programs, plan ordinances, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities—*Potentially Significant*

The project generates less than 50 trips in both the AM and PM peak hours and therefore will not warrant a CMP analysis. However, the addition of new project trips may conflict with the Los Angeles County Traffic Impact Guidelines and criteria for level of significance established in the City of Norwalk's General Plan. Thus, these impacts may be **potentially significant**. These impacts will be quantified and further analyzed in the EIR.

#### b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)—*Potentially Significant*

The addition of new trips associated with the Proposed Project or due to the construction of the Proposed Project could contribute to an increase in Vehicle Miles Traveled (VMT). This impact may be **potentially significant** and will be further analyzed in the EIR.

#### c. Increased hazards resulting from geometric design features—*Potentially Significant*

The Proposed Project would include new vehicular access driveways to the Project site that, if not properly designed and constructed, could potentially result in safety hazards. This impact may be **potentially significant** and will be further analyzed in the EIR.

#### d. Inadequate emergency access—*Potentially Significant*

During project construction, emergency access could be temporarily restricted from the presence of slow-moving trucks on local roads. This impact may be **potentially significant** and will be further analyzed in the EIR.



## 1 **3.18 TRIBAL CULTURAL RESOURCES**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
Would the Proposed Project:				
a. 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 a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2

### 3 **3.18.1 Regulatory Setting**

#### 4 ***Federal Laws, Regulations, and Policies***

5 Federal law does not address TCRs, as these resources are defined in the California Pub. Res.  
6 Code. However, similar resources, called Traditional Cultural Properties (TCPs), fall under  
7 the purview of Section 106 of the National Historic Preservation Act (NHPA), which was  
8 referenced in Section 3.5, "Cultural Resources." TCPs are locations of cultural value that are  
9 historic properties. A place of cultural value is eligible as a TCP "because of its association  
10 with cultural practices or beliefs of a living community that (a) are rooted in that community's  
11 history, and (b) are important in maintaining the continuing cultural identity of the  
12 community" (Parker and King 1990, rev. 1998). A TCP must be a tangible property, meaning  
13 that it must be a place with a referenced location, and it must have been continually a part of  
14 the community's cultural practices and beliefs for the past 50 years or more. Unlike TCRs,

TCPs can be associated with communities other than Native American tribes, although the resources are usually associated with tribes. By definition, TCPs are historic properties; that is, they meet the eligibility criteria as a historic property for listing in the NRHP. Therefore, as historic properties, TCPs must be treated according to the implementing regulations found under Title 36 CFR §800, as amended in 2001.

## ***State Laws, Regulations, and Policies***

### **CEQA and CEQA Guidelines**

AB 52, which was approved in September 2014 and which went into effect on January 1, 2015, requires that state lead agencies consult with any California Native American tribe that is traditionally and culturally affiliated with the geographic area of a proposed project, if so requested by the tribe. The bill, chaptered in Pub. Res. Code § 21084.2, also specifies that a project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment.

Defined in Pub. Res. Code § 21074(a) Pub. Res., 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 California Register of Historical Resources; 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 Pub. Res. Code § 21074 as follows:

- (b) 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
- (c) 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 tribal cultural resource 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 pursuant to newly chaptered § 21080.3.2, or according to § 21084.3. Section 21084.3 identifies mitigation measures that include avoidance and preservation of TCRs and treating TCRs with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource.

### 3.18.2 Environmental Setting

As discussed in Section 3.5, “Cultural Resources”, the Proposed Project is in the traditional ancestral territory of the Gabrielino. No tribes with a traditional and cultural affiliation to the Project area have requested consultation with CHP on department projects pursuant to Pub. Res. Code § 21080.3.1. However, in the spirit of Pub. Res. Code § 21080.3.1, DGS, on behalf of CHP, notified local tribes who were identified by the NAHC as having a traditional and cultural association with the Project area about the Project via letters dated November 5, 2018. DGS did not receive any tribal requests for consultation on the Project. **Table TCR-1** lists all those contacted and summarizes the results of the consultation. All correspondence between the NAHC, Native American Tribes, and the State is provided in **Appendix E**.

**Table TCR-1. Native American Consultation**

Organization/Tribe	Name of Contact	Letter Date	Tribal Response
Gabrieleno Band of Mission Indians – Kizh Nation	Andrew Salas, Chairperson	11/05/2018	No response.
Gabrieleno/Tongva Band of Mission Indians	Anthony Morales, Chairperson	11/05/2018	No response.
Gabrielino/Tongva Nation	Sandonne Goad, Chairperson	11/05/2018	No response.
Gabrielino Tongva Indians of California Tribal Council	Robert F. Dorame, Chairperson	11/05/2018	No response.
Gabrielino-Tongva Tribe	Linda Candelaria, Chairperson	11/05/2018	No response.
Gabrielino-Tongva Tribe	Charles Alvarez, Council member	11/05/2018	Letter not picked up at the post office

### 3.18.3 Discussion of Checklist Responses

#### a. Cause a Substantial Adverse Change to Tribal Cultural Resources

##### i. Listed, or Eligible for Listing in the California Register of Historical Resources or a Local Register of Historical Resources—*No Impact*

No TCRs that are listed or eligible for listing in the CRHR or a local register of historical resources have been identified within the project area. Therefore, there would be **no impact** to TCRs that are listed or eligible for listing in the CRHR or a local register.

1           **ii. Cause a Substantial Adverse Change to Tribal Cultural Resources**  
2           **Determined by the Lead Agency to Be Significant—Potentially**  
3           **Significant**

4           As mentioned above, although DGS notified tribes with a traditional and cultural affiliation  
5           with the area about the Proposed Project, none of the tribes contacted identified TCRs in the  
6           Project area. Furthermore, no TCRs determined by the lead agency, in its discretion and  
7           supported by substantial evidence, to be significant are known to be located in the project  
8           vicinity. As a result, it appears that there would be no impact to TCRs. However, it is possible  
9           that Native American archaeological remains or Native American human remains that could  
10          be determined to be TCRs could be discovered during the course of construction. Therefore,  
11          this impact would be considered **potentially significant**, and will be further analyzed in the  
12          EIR.

## 1 **3.19 UTILITIES AND SERVICE SYSTEMS**

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

### 2 **3.19.1 Regulatory Setting**

#### 3 ***Federal Laws, Regulations, and Policies***

##### 4 Energy Policy Act of 2005

5 The Energy Policy Act of 2005 provides loan guarantees or tax credits for entities that  
 6 develop or use fuel-efficient and/or energy-efficient technologies (USEPA 2017). The act also  
 7 increases the amount of biofuel that must be mixed with gasoline sold in the United States  
 8 (USEPA 2017).

## ***State Laws, Regulations, and Policies***

### **California Integrated Waste Management Act of 1989**

The California Integrated Waste Management Act of 1989 (Public Resources Code, Division 30) requires all California cities and counties to implement programs to reduce, recycle, and compost wastes by at least 50 percent by 2000 (Pub. Res. Code § 41780). The state, acting through the California Integrated Waste Management Board (CIWMB), determines compliance with this mandate. Per-capita disposal rates are used to determine whether a jurisdiction's efforts are meeting the intent of the act.

### **California Solid Waste Reuse and Recycling Access Act of 1991**

The California Solid Waste Reuse and Recycling Access Act of 1991 (Pub. Res. Code §§ 42900-42911) requires that all development projects applying for building permits include adequate, accessible areas for collecting and loading recyclable materials.

### **California Integrated Energy Policy**

Senate Bill 1389, passed in 2002, requires the CEC to prepare an Integrated Energy Policy Report for the governor and legislature every 2 years. The report analyzes data and provides policy recommendations on trends and issues concerning electricity and natural gas, transportation, energy efficiency, renewable energy, and public interest energy research. The 2017 Integrated Energy Policy Report Update includes policy recommendations, such as increasing resiliency in the electricity sector and development and implementation of distributed energy resource technologies (CEC 2018).

### **Title 24–Building Energy Efficiency Standards**

Title 24 Building Energy Efficiency Standards of the California Building Code are intended to ensure that building construction, system design, and installation achieve energy efficiency and preserve outdoor and indoor environmental quality (CEC 2016). The standards are updated on an approximately 3-year cycle. The 2016 standards went into effect on January 1, 2016.

### **Urban Water Management Planning Act**

California Water Code §§ 10610 et seq. requires that all public water systems providing water for municipal purposes to more than 3,000 customers, or supplying more than 3,000 acre-feet per year (AFY), prepare an urban water management plan (UWMP).

## ***Other Standards and Guidelines***

### **Leadership in Energy & Environmental Design**

LEED is a green building certification program, operated by the U.S. Green Building Council (USGBC), which recognizes energy-efficient and/or environmentally friendly (green) components of building design (USGBC 2018a). To receive LEED certification, a building project must satisfy prerequisites and earn points related to different aspects of green building and environmental design. The four levels of LEED certification are related to the number of points a project earns (USGBC 2016):

- 1) certified (40–49 points);
- 2) Silver (50–59 points)
- 3) Gold (60–79 points);
- 4) Platinum (80+ points).

Points or credits may be obtained for various criteria, such as indoor and outdoor water use reduction, and construction and demolition (C&D) waste management planning. Indoor water use reduction entails reducing consumption of building fixtures and fittings by at least 20 percent from the calculated baseline and requires all newly installed toilets, urinals, private lavatory faucets, and showerheads that are eligible for labeling to be WaterSense labeled (USGBC 2017a). Outdoor water use reduction may be achieved by showing that the landscape does not require a permanent irrigation system beyond a maximum 2-year establishment period, or by reducing the project's landscape water requirement by at least 30 percent from the calculated baseline for the site's peak watering month (USGBC 2017b). C&D waste management points may be obtained by diverting at least 50 percent of C&D material and three material streams, diverting at least 75% of C&D material and four material streams, or generating less than 2.5 pounds of construction waste per square foot of the building's floor area (USGBC 2018b). CHP, as a state agency, is required at a minimum to meet LEED silver requirement for new facilities.

### 3.19.2 Environmental Setting

#### ***Water***

The City of Norwalk is served water by five retail water agencies, including the Norwalk Municipal Water System (NMWS), Liberty Utilities, Golden State Water Company, City of Santa Fe Springs, and the City of Cerritos (City of Norwalk 2017). Water service is provided to the Project site by GSWC. GSWC's current sources of water supply for the Norwalk System are imported water, groundwater, and recycled water. Imported water and recycled water are purchased from the Central Basin Municipal Water District (CBMWD), which obtains this supply from the Metropolitan Water District of Southern California (Metropolitan). (GSWC 2016).

Groundwater in the Norwalk System is supplied by eight active GSWC-owned wells in the Coastal Plain of Los Angeles Groundwater Basin, Central Subbasin (Groundwater Basin No. 4-11.04). The wells are located within the adjudicated Central Basin Watermaster Service Area, which overlies approximately 227 square miles of the southeastern area of the Central Basin. While, the groundwater wells in the system meet all current California Title 22 drinking water standards, the Norwalk System is impacted by VOC contamination. Six of the eight active wells have levels of VOCs at or above maximum contaminant levels (MCLs). (GSWC 2016).

The GSWC's Norwalk System serves most residents in the City of Norwalk, a portion of the City of Santa Fe Springs, a portion of the City of La Mirada, a portion of the City of Downey, and an unincorporated area of Los Angeles County. The service area is primarily

characterized by residential land use, with some commercial and industrial land use. (GSWC 2016).

Total potable and raw water demand (combined) in the Norwalk System service area was 4,251 acre-feet (AF) in 2015, the most recent year with available data. This demand is projected to increase to 5,313 AF by 2040. The present Norwalk System can meet water demands during normal, single dry, and multiple dry years over the next 25 years (GSWC 2016). **Table UTL-1** shows actual and projected potable and raw water demands within the Norwalk System.

**Table UTL-1.** Golden State Water Company's Norwalk System Actual 2015 and Projected Potable and Raw Water Demands (in acre-feet)

Water Use Type	2015	2020	2025	2030	2035	2040
Single Family	2,326	2,887	2,898	2,908	2,919	2,930
Multi-Family	600	671	675	679	683	688
Commercial	421	486	496	505	515	525
Industrial	57	63	64	66	68	70
Institutional/ Governmental	385	604	620	636	652	668
Landscape	185	178	181	185	189	193
Losses	276	232	234	236	238	240
<b>Total</b>	<b>4,251</b>	<b>5,119</b>	<b>5,168</b>	<b>5,216</b>	<b>5,264</b>	<b>5,313</b>

Source: GWSC 2016

## Sewer

The City of Norwalk provides sewer service to a population of approximately 106,000, including the Project site. The existing sewer collection system consists of about 865,000 feet (164 miles) of gravity sewers ranging in size from 6-inches to 18-inches in diameter, including 16 siphons. The City also owns three lift stations with approximately 162 feet of force main (City of Norwalk 2014). The City operates and maintains the local sewer collection pipes that feed into the Los Angeles County Sanitation District's (LACSD) trunk sewer system, which conveys water to the Los Coyotes Water Reclamation Plant, where it is treated, recycled and/or disposed. At times, the City of Norwalk's wastewater, which may include wastewater from the Proposed Project, is sent to the Joint Water Pollution Control Plant in Carson where it undergoes treatment for disposal (City of Norwalk 2017). Existing sewer lines in the project area include clay pipes along Bloomfield Avenue (Los Angeles County Public Works 2017).

The Los Coyotes Water Reclamation Plant (WRP) has a treatment capacity of 37.5 million gallons per day (MGD) and includes primary, secondary and tertiary treatment; however, average daily flows were approximately 20.99 MGD in 2017 (LACSD 2018a). Water that is not beneficially reused from the Los Coyotes WRP is discharged to the San Gabriel River (City of Norwalk 2017). Los Coyotes WRP provides wastewater treatment services to over 370,000 residents from 27 cities, including Norwalk, and Santa Fe Springs (Los Angeles RWQCB 2002;



GSWC 2016). The Joint Water Pollution Control Plant provides primary and secondary treatment for 400 MGD of wastewater, serves over 3.5 million people throughout Los Angeles County, and discharges through a network of outfalls off the Palos Verdes Peninsula (City of Norwalk 2017; LACSD 2018b).

### ***Stormwater***

Stormwater infrastructure in the vicinity of the Proposed Project is owned either by the City of Norwalk or the County. The City is a co-permittee under the Los Angeles County MS4 permit and manages stormwater in the project area (see Section 3.10, “Hydrology and Water Quality”). Directly east of the site, the Bloomfield Drain, a 96-inch reinforced concrete pipe, runs along Bloomfield Avenue. Two stormwater laterals are also located along Bloomfield Avenue: one just north of where it intersects with North Circle Drive and a second midway between North Circle Drive and South Circle Drive (LA County Public Works 2017).

The Project site is relatively flat, with site drainage directed toward the south via sheetflow (Earth Systems Pacific 2018). Approximately six catch basins run along Bloomfield Avenue that span the project extent or are immediately south of the Project site. (LA County Public Works 2017).

### ***Solid Waste***

Solid waste collection and disposal within the City of Norwalk is performed by Athens Services, which transports waste that cannot be recycled or composted to Los Angeles County approved landfill(s) (City of Norwalk 2018). Los Angeles County anticipates adequate solid waste disposal capacity within the County’s landfills through 2031 (LA County Public Works 2018). Los Angeles County also has a least 5 landfills that process green waste for composting (LA County Public Works 2018).

Three fully-permitted, Class I landfills exist in California for disposal of hazardous waste: Chemical Waste Management’s facility in Kettleman City, Clean Harbors’ facility in Buttonwillow, and Clean Harbors’ facility in Westmorland (DTSC No Date). The nearest of these to the Project site is Clean Harbors’ Buttonwillow facility, which is approximately 150 miles northwest of the Project site.

### ***Electricity and Natural Gas***

The SCE provides electrical service in the City of Norwalk. SoCalGas provides natural gas service in the City.

### ***Communications***

Frontier Communications and AT&T provide data and phone services in the City of Norwalk.

### 3.19.3 Discussion of Checklist Responses

#### a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities—*Less than Significant*

The Proposed Project would require limited volumes of water for employee and visitor handwashing, toilet flushing, landscape irrigation, and other miscellaneous activities. In accordance with LEED standards, the Proposed Project would have water-efficient fittings and fixtures and would feature limited and drought-tolerant landscaping. In this respect, the Proposed Project would be more water-efficient than the existing CHP facility in Santa Fe Springs. While water service for the Proposed Project would be provided by a different supplier (i.e., Golden State Water Company) than that for the existing CHP area office, the Proposed Project's water demand would still be a small fraction of the City of Norwalk's total water demand and would not in itself require construction of any new water treatment facilities or expansion of existing facilities. During Project construction, water would be supplied by a water truck and sanitary portable restrooms would be used. The Project would generate limited volumes of wastewater during operation, which would be within the capacity of the Los Coyotes WRP.

The Proposed Project would create an additional 4 acres of impervious surface, which could generate additional stormwater runoff compared to existing conditions. However, the Proposed Project would include drainage infrastructure and a stormwater retention pond to capture runoff on-site; these elements are considered part of the Proposed Project and their potential environmental impacts are evaluated throughout this document. See Section 3.10, "Hydrology and Water Quality," for additional discussion of stormwater.

Finally, the Proposed Project would also require construction of connections to the City's water and sewer systems. These connections are considered part of the Proposed Project, and the potential environmental effects of their construction are discussed throughout this document.

Overall, the Proposed Project would not require or result in the construction or expansion of new water, wastewater treatment or stormwater drainage (apart from those included as part of the project). The Proposed Project would also not require or result in new or expanded electric power, natural gas or telecommunications facilities. Therefore, this impact would be **less than significant**.

#### b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years—*Less than Significant*

Construction activities for the Proposed Project would rely on water trucks to meet water supply needs (e.g., for dust control, equipment cleaning, and fill conditioning). During operation, the Project site would obtain water from GSWC. As described above, the GSWC currently provides treated water from the CBMWD and from the eight active GSWC-owned wells in the Central Subbasin of the Coastal Plain of Los Angeles County Groundwater Basin. The GSWC's Norwalk System is expected to meet water demands during normal, single dry,

and multiple dry years over the next 25 years (GSCW 2016). As noted above under “a,” as a State facility, the Proposed Project would be required to obtain LEED silver certification and would feature water-efficient fittings and fixtures to conserve water. In this regard, the new facility would likely be more water-efficient than the existing CHP facility in Santa Fe Springs. Overall, Santa Fe Springs Water Utility Authority would have sufficient water supplies available to serve the Proposed Project. Therefore, this impact would be **less than significant**.

**c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments—*Less than Significant***

As described under “a” above, the Proposed Project would not generate municipal wastewater during construction because sanitary portable restrooms would be used. During operation, employees and visitors on the Project site would generate wastewater from toilet flushing, hand washing, and other related activities. The limited volume of wastewater that may be generated by the Proposed Project would not be expected to materially affect the remaining capacity at the Los Coyotes WRP. As noted under Section 3.18.2 above, this treatment plant has capacity to treat 37.5 MGD; however, average daily flows were approximately 20.99 MGD in 2017 (LACSD 2018a). Therefore, the wastewater treatment provider would have sufficient capacity to serve the Proposed Project. As a result, this impact would be **less than significant**.

**d-e. Generate solid waste in excess of State or local standards, the capacity of local infrastructure, or impair solid waste reduction goals / Comply with all applicable management and reduction regulations related to solid waste—*Less than Significant***

During construction, the Proposed Project would generate some construction debris associated with removal of the existing pavement, soil and other materials on the site. During operation, the Proposed Project would generate typical domestic solid waste (e.g., employees’ trash) as well as hazardous wastes (e.g., fuel, oil, and other automotive fluids) from automobile servicing. Hazardous wastes generated by the Proposed Project would be stored on-site and transported approximately quarterly to an appropriate hazardous waste facility for disposal or recycling.

The Proposed Project would be LEED silver-certified and would have recycling bins on-site. In accordance with the Integrated Waste Management Act, the Proposed Project would seek to divert at least 50 percent of its solid waste. The Project site is served by Athens Services and non-recyclable solid waste generated by the Proposed Project would be taken to an approved landfill located in Los Angeles County. As described in Section 3.18.2, Los Angeles County anticipates adequate solid waste disposal capacity within the County’s landfills through 2031 (LA County Public Works 2018). The relatively minimal amounts of solid waste that would be generated by the Proposed Project would be similar to the volume generated at the current CHP facility, and would not meaningfully affect the County’s landfill disposal capacity.

- 1 As such, the Proposed Project would not generate solid waste in excess of State or local
- 2 standards, in excess of the capacity of local infrastructure, or impair the attainment of any
- 3 solid waste goals. Additionally, it would comply with applicable management and reduction
- 4 regulations related to solid. Therefore, this impact would be **less than significant**.

## 1 **3.20 WILDFIRE**

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

### 2 **3.20.1 Regulatory Setting**

#### 3 ***Federal Laws, Regulations, and Policies***

4 No federal regulations are applicable to wildfire in relation to the Proposed Project.

#### 5 ***State Laws, Regulations, and Policies***

6 Please see Section 3.15, "Public Services," for state laws, regulations, and policies that are  
7 applicable to wildfire in relation to the Proposed Project.

### 8 **3.20.2 Environmental Setting**

9 The Project site is located in an urban, developed area. The nearest State Responsibility Area  
10 (SRA) area is the Puente Hills, approximately 4.2 miles northeast of the site. This SRA has a  
11 very high fire hazard severity zone. Fire protection services in the Project area are provided  
12 by the Los Angeles County Fire Department. Section 3.15, "Public Services," further describes  
13 fire protection services for the Project site.

### 3.20.3 Discussion of Checklist Responses

**a-d. Substantially impair an adopted emergency response plan or emergency evacuation plan; exacerbate wildfire risks; require the installation or maintenance of associated infrastructure that may exacerbate fire risk; or expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes—*No Impact***

As described above, the Proposed Project would be located in an urban, developed area that does not contain wildland areas. The Proposed Project is not located in, nor is it near, SRAs identified by Cal Fire as very high fire hazard severity zones (Cal Fire 2007). Since the Proposed Project is not within or near an SRA, or lands classified as very high fire hazard severity zones, the Proposed Project would not interfere with an adopted emergency response plan or emergency evacuation plan, nor would wildfire risks be exacerbated. No installation of or maintenance of infrastructure would be required and people or structures would not be exposed to any downslope or downstream flooding or landslides. There will be **no impacts**.

## 1 3.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

### 2 3.21.1 Discussion of Checklist Responses

#### 3 a. Effects on environmental quality, fish or wildlife, and historic resources

##### 4 ***Wildlife Habitat and Populations; Rare and Endangered Species***

5 The Project site is located on a 6-acre parcel that will be sectioned off from the grounds of the  
6 existing DSH's property. The site contains various existing structures, including sports fields,  
7 and a greenhouse. As described in Section 3.4, "Biological Resources," the potential exists for  
8 significant impacts on special-status plants and wildlife and on nesting birds. Therefore, this  
9 impact will be **potentially significant** and will be further evaluated in the EIR.

##### 10 ***California History and Prehistory***

11 As described in Section 3.5, "Cultural Resources," the Proposed Project is located within the  
12 boundaries of the NSHHD, which has been determined eligible for listing on the NRHP and  
13 CRHR, and as a State Historical Landmark. As a result, construction of the new CHP facility  
14 could have a significant adverse impact on the historic district. In addition, the Proposed

1 Project has the potential for significant impacts related to unknown archaeological resources,  
2 human remains, and tribal cultural resources. Therefore, this impact would be **potentially**  
3 **significant** and will be further evaluated in the EIR.

#### 4 **b. Cumulative impacts**

5 A cumulative impact refers to the combined effect of “two or more individual effects which,  
6 when considered together, are considerable or which compound or increase other  
7 environmental impacts” (CEQA Guidelines § 15355). Cumulative impacts reflect “the change  
8 in the environment which results from the incremental impact of the project when added to  
9 other closely related past, present, and reasonably foreseeable probable future projects.  
10 Cumulative impacts can result from individually minor but collectively significant projects  
11 taking place over a period of time” (CEQA Guidelines § 15355[b]).

12 Detailed analysis of a project’s contribution to cumulative impacts is required when (1) a  
13 cumulative impact to which a project may contribute is expected to be significant, and (2) the  
14 project’s contribution to the cumulative impact is expected to be cumulatively considerable,  
15 or significant in the context of the overall (cumulative) level of effect. As described in Sections  
16 3.1 through 3.20 of this environmental checklist, the Proposed Project has the potential for  
17 significant impacts on various environmental resources; these potential impacts will be  
18 evaluated in the EIR. Therefore, it is possible that the Proposed Project would make a  
19 substantial contribution to one or more cumulative impacts, and that contribution may be  
20 cumulatively considerable. Therefore, cumulative impacts of the Proposed Project would be  
21 **potentially significant** and will be further evaluated in the EIR.

#### 22 **c. Have a substantial adverse effect on human beings, either directly or** 23 **indirectly**

24 Sections 3.1 through 3.20 of this environmental checklist indicate that the Proposed Project  
25 has the potential for significant impacts on various environmental resources that could result  
26 in a substantial adverse effect on human beings. Therefore, this impact would be **potentially**  
27 **significant** and will be further evaluated in the EIR.



## **Chapter 1, Introduction**

None.

## **Chapter 2, Project Description**

California Highway Patrol. 2018. Home. Available at: [chp.ca.gov/home](http://chp.ca.gov/home). Accessed June 29, 2018.

CHP. *See* California Highway Patrol.

USGBC. *See* U.S. Green Building Council.

U.S. Green Building Council. 2018. LEED v4 for Building Design and Construction Addenda. Updated April 6, 2018. [new.usgbc.org](http://new.usgbc.org).

## **Chapter 3, Environmental Checklist**

### **SECTION 3.1, AESTHETICS**

California Department of Transportation. 2018a. The California Scenic Highway Program. Available at: [dot.ca.gov/dist3/departments/mtce/scenic.htm](http://dot.ca.gov/dist3/departments/mtce/scenic.htm). Accessed March 1, 2018.

\_\_\_\_\_. 2018b. California Scenic Highway Mapping System. Los Angeles County. Available at: [dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/](http://dot.ca.gov/hq/LandArch/16_livability/scenic_highways/). Accessed July 13, 2018.

Caltrans. *See* California Department of Transportation.

### **SECTION 3.2, AGRICULTURAL RESOURCES**

Avocet. *See* Avocet Environmental, Inc.

Avocet Environmental, Inc. 2018. Phase I Environmental Site Assessment: Metropolitan State Hospital (portion of) 11401 Bloomfield Avenue, Norwalk, California. Prepared for California Department of General Services.

California Department of Conservation. 2016a. Important Farmland Mapping Categories and Soil Taxonomy Terms. Available at: [conservation.ca.gov/dlrp/fmmp/Documents/soil\\_criteria.pdf](http://conservation.ca.gov/dlrp/fmmp/Documents/soil_criteria.pdf). Accessed November 28, 2018.

- \_\_\_\_\_. 2016b. The California Land Conservation Act of 1965 2016 Status Report. Available at: [conservation.ca.gov/dlrp/lca/stats\\_reports/Documents/2016 LCA Status Report.pdf](http://conservation.ca.gov/dlrp/lca/stats_reports/Documents/2016%20LCA%20Status%20Report.pdf). Accessed November 28, 2018.
- \_\_\_\_\_. 2016c. Los Angeles County Important Farmland 2016. Available at: <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf>. Accessed November 28, 2018.
- \_\_\_\_\_. 2016d. Los Angeles County Williamson Act FY 2014/2015 Map. Available at: [ftp://ftp.consrv.ca.gov/pub/dlrp/wa/LA\\_15\\_16\\_WA.pdf](ftp://ftp.consrv.ca.gov/pub/dlrp/wa/LA_15_16_WA.pdf). Accessed November 15, 2018.

CDOC. *See* California Department of Conservation.

City of Norwalk. 1996. City of Norwalk General Plan. Available at: [www.norwalk.org/home/showdocument?id=20041](http://www.norwalk.org/home/showdocument?id=20041). Accessed February 7, 2019.

- \_\_\_\_\_. 2014. City of Norwalk General Plan: Land Use Element. Available at: [www.norwalk.org/home/showdocument?id=20041](http://www.norwalk.org/home/showdocument?id=20041). Accessed November 26, 2018.

Natural Resources Conservation Service. 2018. Soil Survey: Map Unit Description of Urban land-Thums-Pierview Complex, Los Angeles County, California, Southeastern Part. Available at: [websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx](http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx). Accessed November 15, 2018.

NRCS. *See* Natural Resources Conservation Service.

### SECTION 3.3, AIR QUALITY

California Air Resources Board. 2005. Air Quality and Land Use Handbook. Available at: [www.arb.ca.gov/ch/handbook.pdf](http://www.arb.ca.gov/ch/handbook.pdf). Accessed February 11, 2019.

- \_\_\_\_\_. 2011. Recommended Area Designations for the 2010 Federal Sulfur Dioxide (SO<sub>2</sub>) Standard, Appendix 1 Five Factor Analyses For California Air Basins. Available at: [www.arb.ca.gov/desig/so2a1.pdf](http://www.arb.ca.gov/desig/so2a1.pdf). Accessed November 5, 2018.

- \_\_\_\_\_. 2018. Area Designations, Summaries of Historical Area Designations for State Standards. Available at: [www.arb.ca.gov/desig/changes.htm#summaries](http://www.arb.ca.gov/desig/changes.htm#summaries). Accessed November 2, 2018.

CARB. *See* California Air Resources Board.

SCAQMD. *See* Southern California Air Quality Management District.

Southern California Air Quality Management District. 2012. Draft – 2012 Lead State Implementation Plan Los Angeles County. Available at: [www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2012/2012-lead-state-implementation-plan-for-los-angeles-county.pdf](http://www.aqmd.gov/docs/default-source/ceqa/documents/aqmd-projects/2012/2012-lead-state-implementation-plan-for-los-angeles-county.pdf). Accessed November 7, 2018.

- \_\_\_\_\_. 2015. SCAQMD Air Quality Significance Thresholds. Available at: [www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2). Accessed November 2, 2018.
- \_\_\_\_\_. 2016. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin. Available at: [www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf](http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf). Accessed November 2, 2018.
- \_\_\_\_\_. 2017a. Final 2016. Air Quality Management Plan. Available at: [www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15](http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15). Accessed November 2, 2018.
- \_\_\_\_\_. 2017b. Appendix IV-A SCAQMD's Stationary and Mobile Source Control Measures, 2016 Air Quality Management Plan. Available at: [www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-iv-a.pdf?sfvrsn=4](http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-iv-a.pdf?sfvrsn=4). Accessed November 5, 2018.
- \_\_\_\_\_. 2018. SCAQMD Hearing Board Adopts Order to Reduce Lead Emissions from Trojan Battery Co. in Santa Fe Springs. Available at: [www.aqmd.gov/docs/default-source/news-archive/2018/trojan-battery-OA.pdf](http://www.aqmd.gov/docs/default-source/news-archive/2018/trojan-battery-OA.pdf). Accessed February 11, 2019.
- U.S. Environmental Protection Agency. 2018a. Green Book. California Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants. Available at: [www3.epa.gov/airquality/greenbook/anayo\\_ca.html](http://www3.epa.gov/airquality/greenbook/anayo_ca.html). Accessed November 2, 2018.
- \_\_\_\_\_. 2018b. California Intended Area Designations for the 2015 Ozone National Ambient Air Quality Standards Technical Support Document. Available at: [www.epa.gov/sites/production/files/2017-12/documents/ca\\_120d\\_tsd\\_combined\\_final.pdf](http://www.epa.gov/sites/production/files/2017-12/documents/ca_120d_tsd_combined_final.pdf). Accessed November 2, 2018.
- USEPA. *See* U.S. Environmental Protection Agency.
- World Climate. 2018. Average Weather Data for Anaheim, California. Available at: [worldclimate.com/climate/us/california/anaheim](http://worldclimate.com/climate/us/california/anaheim). Accessed November 5, 2018.

### SECTION 3.4, BIOLOGICAL RESOURCES

- California Native Plant Society. 2018. Rare Plant Program. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Available at: [rareplants.cnps.org](http://rareplants.cnps.org). Accessed December 11, 2018.
- California Department of Fish and Wildlife. 2018. California Natural Diversity Database. November 2018 update.
- CDFW. *See* California Department of Fish and Wildlife.
- City of Norwalk. 1996. City of Norwalk General Plan: Conservation Element. Available at: [www.norwalk.org/home/showdocument?id=20031](http://www.norwalk.org/home/showdocument?id=20031). Accessed December 11, 2018.

CNPS. *See* California Native Plant Society.

eBird. 2018. Available at: [ebird.org/home](http://ebird.org/home). Accessed December 11, 2018.

\_\_\_\_\_. 2018a. USFWS Information for Planning and Consultation Report. Available at: [ecos.fws.gov/ipac/project](http://ecos.fws.gov/ipac/project). Accessed October 23, 2018.

\_\_\_\_\_. 2018b. ECOS: Habitat Conservation Plans. Available at: [ecos.fws.gov/ecp0/conservationPlan/region/summary?region=8&type=HCP](http://ecos.fws.gov/ecp0/conservationPlan/region/summary?region=8&type=HCP). Accessed December 6, 2018.

USFWS. U.S. Fish and Wildlife Service.

### SECTION 3.5, CULTURAL RESOURCES

Bean, L. J., and C. R. Smith. 1978. Gabrielino. In *California*, Handbook of North American Indians, Vol. 8, edited by Robert F. Heizer, pp. 538-549. William C. Sturtevant, general editor. Washington, D.C.: Smithsonian Institution Press.

City of Norwalk. 2018. City of Norwalk Our History. Available at: [www.norwalk.org/home/showdocument?id=670](http://www.norwalk.org/home/showdocument?id=670). Accessed December 6, 2018

Horizon Water and Environment. 2019. Draft Cultural Resources Assessment Report CHP Santa Fe Springs Area Office Replacement Project Norwalk, Los Angeles County, California. Report prepared for the California Department of General Services, West Sacramento, California.

JRP. *See* JRP Historical Research

JRP Historical Research. 2017. Historical Resource Inventory and Evaluation Report Metropolitan State Hospital. Report prepared for the California Department of General Services and Department of State Hospitals.

Kyle, Douglas E., Hoover, Mildred, Hero Eugene Rensch, and Ethel Grace Rensch. 2002. *Historic Spots in California*. 5th edition, Stanford, CA: Stanford University Press.

Parker, Patricia L., and Thomas F. King. 1990. Guidelines for Evaluating and Documenting Traditional Cultural Properties. National Register Publication 38. National Park Service, Washington, DC. Revised 1998.

### SECTION 3.6, ENERGY

California Energy Commission. 2018a. Toward a Clean Energy Future, 2018 IEPR. Available at: [www.energy.ca.gov/2018publications/CEC-100-2018-001/CEC-100-2018-001-V1\\_pages.pdf](http://www.energy.ca.gov/2018publications/CEC-100-2018-001/CEC-100-2018-001-V1_pages.pdf). Accessed February 4, 2019.

\_\_\_\_\_. 2018b. 2017 Power Content Label Southern California Edison. Available at: [www.energy.ca.gov/pcl/labels/2017\\_labels/SCE\\_2017\\_PCL.pdf](http://www.energy.ca.gov/pcl/labels/2017_labels/SCE_2017_PCL.pdf). Accessed January 14, 2019.

- \_\_\_\_\_. 2019a. Integrated Energy Policy Report. Available at: [www.energy.ca.gov/energypolicy/](http://www.energy.ca.gov/energypolicy/). Accessed February 4, 2019.
- \_\_\_\_\_. 2019b. California Energy Commission – Tracking Progress. Available at: [www.energy.ca.gov/renewables/tracking\\_progress/documents/renewable.pdf](http://www.energy.ca.gov/renewables/tracking_progress/documents/renewable.pdf). Accessed February 4, 2019.
- \_\_\_\_\_. 2019c. Tracking Progress. Available at: [www.energy.ca.gov/renewables/tracking\\_progress/#renewable](http://www.energy.ca.gov/renewables/tracking_progress/#renewable). Accessed February 4, 2019.
- CEC. *See* California Energy Commission
- EIA. *See* U.S. Energy Information Administration.
- U.S. Energy Information Administration. 2019. California State Energy Profile. Last Updated January 17, 2019. Available at: [www.eia.gov/state/data.php?sid=CA](http://www.eia.gov/state/data.php?sid=CA). Accessed February 1, 2019.

### SECTION 3.7, GEOLOGY, SOILS, AND SEISMICITY

- California Department of Conservation. 1998. Seismic Hazard Zone Report for the Whittier 7.5-Minute Quadrangle, Los Angeles and Orange Counties, California. Seismic Hazard Zone Report 037. Available at: [gmw.consrv.ca.gov/SHP/EZRIM/Reports/SHZR/SHZR\\_037\\_Whittier.pdf](http://gmw.consrv.ca.gov/SHP/EZRIM/Reports/SHZR/SHZR_037_Whittier.pdf). Accessed February 18, 2019.
- \_\_\_\_\_. 1999. Earthquake Zones of Required Investigation Whittier Quadrangle. March 25. Available at: [gmw.consrv.ca.gov/SHP/EZRIM/Maps/WHITTIER\\_EZRIM.pdf](http://gmw.consrv.ca.gov/SHP/EZRIM/Maps/WHITTIER_EZRIM.pdf). Accessed February 18, 2019.
- \_\_\_\_\_. 2008. Ground Motion Interpolator. Based on data from Earthquake Shaking Potential for California, by D. Branum, S. Harmsen, E. Kalkan, M. Petersen, and C. Wills. Available at: [www.quake.ca.gov/gmaps/PSHA/psha\\_interpolator.html](http://www.quake.ca.gov/gmaps/PSHA/psha_interpolator.html). Accessed February 18, 2019.
- California Geological Survey (CGS). 2010. Fault Activity Map of California. CGS Data Map No. 6. Compilation and interpretation by C. W. Jennings and W.A. Bryant. Available at: [www.quake.ca.gov/gmaps/FAM/faultactivitymap.html](http://www.quake.ca.gov/gmaps/FAM/faultactivitymap.html). Accessed February 18, 2019.
- \_\_\_\_\_. 2012. Geologic Compilation of Quaternary Surficial Deposits in Southern California. Compiled by Trinda L. Bedrossian, Peter D. Roffers, Cheryl A. Hayhurst, Jeremy T. Lancaster, and William R. Short. December. Available at: [www.conservation.ca.gov/cgs/Documents/Program-FWGP/plate9\\_los\\_angeles.pdf](http://www.conservation.ca.gov/cgs/Documents/Program-FWGP/plate9_los_angeles.pdf). Accessed February 18, 2019.
- \_\_\_\_\_. 2016. Earthquake Shaking Potential for California. Compiled by D. Branum, S. Harmsen, E. Kalkan, M. Petersen, and C. Wills. Available at: [www.conservation.ca.gov/cgs/Documents/Publications/MS\\_48.pdf](http://www.conservation.ca.gov/cgs/Documents/Publications/MS_48.pdf). Accessed February 18, 2019.

Earth Systems Pacific. 2018. Preliminary Geotechnical Engineering Report: Proposed California Highway Patrol Facility, 11401 Bloomfield Avenue Norwalk, California, prepared for the California Department of General Services.

National Earthquake Hazards Reduction Program. 2017. Background and History. Available at: [www.nehrp.gov/about/history.htm](http://www.nehrp.gov/about/history.htm). Accessed May 10, 2017.

Natural Resource Conservation Service. 2019. Web Soil Survey. Available at: [websoilsurvey.sc.egov.usda.gov](http://websoilsurvey.sc.egov.usda.gov). Accessed February 18, 2019.

NEHRP. *See* National Earthquake Hazards Reduction Program.

NRCS. *See* Natural Resource Conservation Service.

Southern California Earthquake Data Center. 2019. Significant Earthquakes and Faults. Available at: [scedc.caltech.edu/significant/](http://scedc.caltech.edu/significant/). Accessed February 18, 2019.

U.S. Geological Survey. 1969. Geologic Map of California, Los Angeles Sheet. Olaf P. Jennings edition. Compiled by Charles W. Jennings and Rudolph G. Strand. Available at: [ngmdb.usgs.gov/Prodesc/prodesc\\_16341.htm](http://ngmdb.usgs.gov/Prodesc/prodesc_16341.htm). Accessed February 18, 2019.

\_\_\_\_\_. 1971. Geology of the Los Angeles Basin California – an Introduction. Geological Survey Professional Paper 420-A. Available at: [pubs.usgs.gov/pp/0420a/report.pdf](http://pubs.usgs.gov/pp/0420a/report.pdf). Accessed February 18, 2019.

\_\_\_\_\_. 2018. El Monte Quadrangle, California – Los Angeles County. 7.5-Minute Series Topographic Map. Available at: [store.usgs.gov/map-locator](http://store.usgs.gov/map-locator). Accessed February 18, 2019.

University of California Museum of Paleontology. 2019. UCMP online database query. Available at: [ucmpdb.berkeley.edu/loc.html](http://ucmpdb.berkeley.edu/loc.html). Accessed February 7, 2019.

USGS. *See* U.S. Geological Survey.

### **SECTION 3.8, GREENHOUSE GAS EMISSIONS**

California Air Resources Board. 2014. First Update to the AB 32 Scoping Plan. Available at: [www.arb.ca.gov/cc/scopingplan/document/updatescopingplan2013.htm](http://www.arb.ca.gov/cc/scopingplan/document/updatescopingplan2013.htm). Accessed December 2018.

\_\_\_\_\_. 2017a. AB 32 Scoping Plan. Available at: [www.arb.ca.gov/cc/scopingplan/scopingplan.htm](http://www.arb.ca.gov/cc/scopingplan/scopingplan.htm). Accessed September 2018.

\_\_\_\_\_. 2017b. The 2017 Climate Change Scoping Plan Update Available at: [www.arb.ca.gov/cc/scopingplan/2030sp\\_pp\\_final.pdf](http://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf). Accessed September 2018.

\_\_\_\_\_. 2018. California Greenhouse Gas Emissions for 2000 to 2016. Available at: [www.arb.ca.gov/cc/inventory/pubs/reports/2000\\_2016/ghg\\_inventory\\_trends\\_00-16.pdf](http://www.arb.ca.gov/cc/inventory/pubs/reports/2000_2016/ghg_inventory_trends_00-16.pdf). Accessed November 5, 2018.

CARB. *See* California Air Resources Board.

SCAQMD. *See* South Coast Air Quality Management District.

South Coast Air Quality Management District. 2008. [www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2). Accessed November 2018.

U.S. Environmental Protection Agency. 2017. Final Rule for Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles - Phase 2. Available at: [www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-greenhouse-gas-emissions-and-fuel-efficiency](http://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-greenhouse-gas-emissions-and-fuel-efficiency). Accessed September 2018.

USEPA. *See* U.S. Environmental Protection Agency.

### **SECTION 3.9, HAZARDS AND HAZARDOUS MATERIALS**

Avocet. *See* Avocet Environmental, Inc.

Avocet. 2018a. Phase I Environmental Site Assessment, Metropolitan State Hospital (Portion of) 11401 Bloomfield Avenue Norwalk, California Report prepared for the California Department of General Services.

\_\_\_\_\_. 2018b. Phase II Investigation, 6-Acre Portion of the Metropolitan State Hospital, prepared for the California Department of General Services.

California Governor's Office of Emergency Services. 2018. HazMat Business Plan. Available at: [caloes.ca.gov/cal-oes-divisions/fire-rescue/hazardous-materials/hazmat-business-plan](http://caloes.ca.gov/cal-oes-divisions/fire-rescue/hazardous-materials/hazmat-business-plan). Accessed March 12, 2018.

Cal OES. *See* California Governor's Office of Emergency Services.

### **SECTION 3.10, HYDROLOGY AND WATER QUALITY**

Avocet. *See* Avocet Environmental, Inc.

Avocet Environmental, Inc. 2018. Phase I Environmental Site Assessment, Metropolitan State Hospital (Portion of) 11401 Bloomfield Avenue Norwalk, California Report prepared for the California Department of General Services.

California Department of Water Resources. 2004. California's Groundwater, Bulletin 118: Coastal Plain of Los Angeles Groundwater Basin, Central Subbasin. Available at: [water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-B118-Basin-Descriptions/B118\\_2003\\_BasinDescription\\_4\\_011\\_04.pdf](http://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-B118-Basin-Descriptions/B118_2003_BasinDescription_4_011_04.pdf). Accessed November 21, 2018.

\_\_\_\_\_. 2013. California Water Plan, Update 2013: South Coast Hydrologic Region, Volume 2 Regional Reports. Available at: [water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/California-Water-Plan/Docs/Update2013/Regional-Reports/Water-Plan-Update-2013-South-Coast-Regional-Report.pdf](http://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/California-Water-Plan/Docs/Update2013/Regional-Reports/Water-Plan-Update-2013-South-Coast-Regional-Report.pdf). Accessed November 21, 2018.

California Governor's Office of Emergency Services. 2018. MyHazards query: 11401 Bloomfield Avenue, Norwalk, CA. Available at: [myhazards.caloes.ca.gov/](http://myhazards.caloes.ca.gov/). Accessed November 28, 2018.

Cal OES. *See* California Governor's Office of Emergency Services.

DWR. *See* California Department of Water Resources.

Earth Systems Pacific. 2018. Preliminary Geotechnical Engineering Report: Proposed California Highway Patrol Facility, 11401 Bloomfield Avenue Norwalk, California, prepared for the California Department of General Services.

Federal Emergency Management Agency. 2008. FEMA Flood Map Service Center query: 11401 Bloomfield Avenue, Norwalk, CA. Available at: [msc.fema.gov/portal/search?AddressQuery=11401 Bloomfield Avenue norwalk ca#searchresultsanchor](http://msc.fema.gov/portal/search?AddressQuery=11401+Bloomfield+Avenue+norwalk+ca#searchresultsanchor). Accessed November 28, 2018.

FEMA. *See* Federal Emergency Management Agency.

Los Angeles County Public Works. 2018. Los Angeles County Storm Drain System. Query: 11401 Bloomfield Ave, Norwalk, CA 90650. Available at: [dpw.lacounty.gov/fcd/StormDrain/index.cfm](http://dpw.lacounty.gov/fcd/StormDrain/index.cfm). Accessed December 6, 2018.

Los Angeles Regional Water Quality Control Board. 2014. Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties. Available at: [www.waterboards.ca.gov/losangeles/water\\_issues/programs/basin\\_plan/basin\\_plan\\_documentation.html](http://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/basin_plan_documentation.html). Accessed November 29, 2018.

\_\_\_\_\_. 2016. the Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County, Except those Discharges Originating from the City of Long Beach MS4 (Order No. R4-2012-0175, NPDES No. CAS004001, amended by Order WQ 2015- 0075). Available at: [www.waterboards.ca.gov/rwqcb4/water\\_issues/programs/stormwater/municipal/los\\_angeles\\_ms4/2016/6948\\_R4-2012-0175\\_WDR\\_PKG\\_amd2.pdf](http://www.waterboards.ca.gov/rwqcb4/water_issues/programs/stormwater/municipal/los_angeles_ms4/2016/6948_R4-2012-0175_WDR_PKG_amd2.pdf). Accessed November 28, 2018.

Los Angeles RWQCB. *See* Los Angeles Regional Water Quality Control Board.

State Water Resources Control Board. 2013. Municipal Storm Water Permitting Program.

\_\_\_\_\_. 2017. Final 2014 and 2016 Integrated Report (CWA Section 303[d] List/305[b] Report): Category 5, 2014 and 2016 California 303(d) List of Water Quality Limited Segments. Available at: [www.waterboards.ca.gov/water\\_issues/programs/tmdl/2014\\_16state\\_ir\\_reports/category5\\_report.shtml](http://www.waterboards.ca.gov/water_issues/programs/tmdl/2014_16state_ir_reports/category5_report.shtml). Accessed November 15, 2018.

SWRCB. *See* State Water Resources Control Board.



### SECTION 3.11, LAND USE AND PLANNING

City of Norwalk. 1996. The City of Norwalk General Plan: Land Use Element. Available at: [www.norwalk.org/city-hall/departments/community-development/planning](http://www.norwalk.org/city-hall/departments/community-development/planning). Accessed February 4, 2019.

City of Norwalk. 2016. General Plan Land Use Map. 1996 City of Norwalk General Plan. Available at: [www.norwalk.org/city-hall/departments/community-development/planning](http://www.norwalk.org/city-hall/departments/community-development/planning). Accessed February 4, 2019.

Los Angeles County. 2015. Los Angeles County General Plan 2035. Available at: [planning.lacounty.gov/generalplan/](http://planning.lacounty.gov/generalplan/). Accessed November 28, 2018.

### SECTION 3.12, MINERAL RESOURCES

California Department of Conservation. 1982a. Mineral Land Classification Map, Whittier California. Available at: [maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc](http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc). Accessed November 26, 2018.

\_\_\_\_\_. 1982b. Generalized Aggregate Resource Classification Map of San Gabriel Valley and Adjacent Production-Consumption Regions. Available at: [ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR\\_143/PartIV/Plate\\_4-1.pdf](ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_143/PartIV/Plate_4-1.pdf). Accessed November 26, 2018.

\_\_\_\_\_. 1982c. Mineral Land Classification of the Greater Los Angeles Area, Part IV. Available at: [ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR\\_143/PartIV/SR\\_143\\_partIV\\_Text.pdf](ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_143/PartIV/SR_143_partIV_Text.pdf). Accessed November 26, 2018.

\_\_\_\_\_. 1996. Guidelines for Classification of Mineral Lands [www.conservation.ca.gov/smgb/Guidelines/Documents/ClassDesig.pdf](http://www.conservation.ca.gov/smgb/Guidelines/Documents/ClassDesig.pdf). Accessed November 28, 2018.

\_\_\_\_\_. 2010a. Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Gabriel Valley Production-Consumption Region, Los Angeles California. Available at: [maps.conservation.ca.gov/mineralresources/](http://maps.conservation.ca.gov/mineralresources/). Accessed November 26, 2018.

\_\_\_\_\_. 2016. Mines Online: Mine ID #91-19-0023. Available at: [maps.conservation.ca.gov/mol/index.html](http://maps.conservation.ca.gov/mol/index.html). Accessed November 28, 2018.

CDOC. See California Department of Conservation.

City of Norwalk. 1996. City of Norwalk General Plan. Available at: [www.norwalk.org/home/showdocument?id=20041](http://www.norwalk.org/home/showdocument?id=20041). Accessed November 26, 2018.

Los Angeles County. 2015a. Los Angeles County General Plan 2035 Mineral Resources Figure 9.6. Available at: [planning.lacounty.gov/assets/upl/project/gp\\_2035\\_2014-FIG\\_9-6\\_mineral\\_resources.pdf](http://planning.lacounty.gov/assets/upl/project/gp_2035_2014-FIG_9-6_mineral_resources.pdf). Accessed November 28, 2018.

\_\_\_\_\_. 2015b. Los Angeles County General Plan 2035. Available at: [planning.lacounty.gov/generalplan/generalplan](http://planning.lacounty.gov/generalplan/generalplan). Accessed November 28, 2018.

### SECTION 3.13, NOISE

California Governor's Office of Planning and Research 2017. State of California General Plan Guidelines. [opr.ca.gov/docs/OPR\\_COMPLETE\\_7.31.17.pdf](http://opr.ca.gov/docs/OPR_COMPLETE_7.31.17.pdf).

Cal OES. *See* California Governor's Office of Emergency Services.

California Department of Transportation. 2009. Technical Noise Supplement. Available at: [www.dot.ca.gov/hq/env/noise/pub/tens\\_complete.pdf](http://www.dot.ca.gov/hq/env/noise/pub/tens_complete.pdf). Accessed November 6, 2018.

Caltrans. *See* California Department of Transportation.

City of Norwalk 2018. Noise Ordinance. Available at: [www.qcode.us/codes/norwalk/view.php?topic=9-9\\_04-iii&showAll=1&frames=on](http://www.qcode.us/codes/norwalk/view.php?topic=9-9_04-iii&showAll=1&frames=on). Accessed November 2, 2018.

City of Santa Fe Springs. 2018. Noise Ordinance. Available at: [library.amlegal.com/nxt/gateway.dll/California/santa/titlexvlandusage/chapter155zoning?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:santafesprings\\_ca\\$anc=JD\\_155.421](http://library.amlegal.com/nxt/gateway.dll/California/santa/titlexvlandusage/chapter155zoning?f=templates$fn=default.htm$3.0$vid=amlegal:santafesprings_ca$anc=JD_155.421). Accessed November 27, 2018.

FTA. *See* Federal Transportation Administration.

Federal Transportation Administration. 2018. Transit Noise and Vibration Impact Assessment. Available at: [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](http://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 February 11, 2019.

### SECTION 3.14, POPULATION AND HOUSING

U.S. Census Bureau. 2018a. Norwalk City, California Quick Facts. Available at: [www.census.gov/quickfacts/fact/table/US/PST045217](http://www.census.gov/quickfacts/fact/table/US/PST045217). Accessed November 9, 2018.

\_\_\_\_\_. 2018c. American Fact Finder: Selected Housing Characteristics Norwalk City. 2012-2016 American Community Survey 5-Year Estimates. Available at: [factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS\\_16\\_5YR\\_DP05&src=pt](http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_16_5YR_DP05&src=pt). Accessed November 9, 2018.

\_\_\_\_\_. 2018b. American Fact Finder: Annual Estimates of the Residential Population Santa Fe Springs. 2010-2017. Available at: [factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS\\_16\\_5YR\\_DP03&src=pt](http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_16_5YR_DP03&src=pt). Accessed November 9, 2018.

\_\_\_\_\_. 2018d. American Fact Finder: Selected Housing Characteristics Santa Fe Springs City. 2012-2016 American Community Survey 5-Year Estimates. Available at: [factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS\\_16\\_5YR\\_DP05&src=pt](http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_16_5YR_DP05&src=pt). Accessed November 9, 2018.

\_\_\_\_\_. 2018e. American Fact Finder: Selected Economic Characteristics Santa Fe Springs City. 2012-2016 American Community Survey 5-Year Estimates. Available at: [factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS\\_16\\_5YR\\_DP03&src=pt](http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_16_5YR_DP03&src=pt). Accessed November 9, 2018.

### SECTION 3.15, PUBLIC SERVICES

California Department of Education. 2018a. Data Quest. Available at: [dq.cde.ca.gov/dataquest/](http://dq.cde.ca.gov/dataquest/). Accessed November 28, 2018.

\_\_\_\_\_. 2018b. California School Directory. Available at: [www.cde.ca.gov/SchoolDirectory/details?cdscode=19648400000000](http://www.cde.ca.gov/SchoolDirectory/details?cdscode=19648400000000). Accessed November 28, 2018.

CDOE. *See* California Department of Education.

City of Norwalk. 2018. Public Safety. Available at: [www.norwalk.org/city-hall/departments/public-safety](http://www.norwalk.org/city-hall/departments/public-safety). Accessed November 28, 2018.

Department of State Hospitals. 2019. Draft Environmental Impact Report DSH-Metropolitan Consolidation of Police Operations Norwalk, California. State Clearinghouse No, 2018081066. Accessed February 13, 2019.

DSH. *See* Department of State Hospitals.

LACoFD. *See* Los Angeles County Fire Department.

LADPR. *See* Los Angeles Department of Parks and Recreation.

Los Angeles County Fire Department. 2018a. About Us page. Available at: [www.fire.lacounty.gov/home/about-us/](http://www.fire.lacounty.gov/home/about-us/). Accessed November 26, 2018.

\_\_\_\_\_. 2018b. 2017 Statistical Summary. Available at: [www.fire.lacounty.gov/wp-content/uploads/2018/06/2017-Stat-Summary.pdf](http://www.fire.lacounty.gov/wp-content/uploads/2018/06/2017-Stat-Summary.pdf). Accessed November 26, 2018.

\_\_\_\_\_. 2018c. Fire station locator. Available at: [locator.lacounty.gov/fire/Search?find=&near=11401+Bloomfield+Avenue%2C+Norwalk%2C+CA%2C+90650&cat=&tag=&loc=&lat=33.9277571%E2%80%A6](http://locator.lacounty.gov/fire/Search?find=&near=11401+Bloomfield+Avenue%2C+Norwalk%2C+CA%2C+90650&cat=&tag=&loc=&lat=33.9277571%E2%80%A6). Accessed November 26, 2018.

Los Angeles Department of Parks and Recreation. 2016a. Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment Appendix A: City of Norwalk. Available at: [lacountyparkneeds.org/FinalReportAppendixA/StudyArea\\_149.pdf](http://lacountyparkneeds.org/FinalReportAppendixA/StudyArea_149.pdf). Accessed December 3, 2018.

U.S. Census Bureau. 2017. Quick Facts. Available at: [www.census.gov/quickfacts/fact/table/norwalkcitycalifornia/PST045217#viewtop](http://www.census.gov/quickfacts/fact/table/norwalkcitycalifornia/PST045217#viewtop). Accessed November 27, 2018.

### SECTION 3.16, RECREATION

City of Norwalk. 2018. Recreation and Parks Services Department: Map of Parks in Norwalk. Available at: [www.norwalk.org/home/showdocument?id=15914](http://www.norwalk.org/home/showdocument?id=15914). Accessed November 14, 2018.

Los Angeles Department of Parks and Recreation. 2016a. Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment Appendix A: City of Norwalk. Available at: [lacountyparkneeds.org/FinalReportAppendixA/StudyArea\\_149.pdf](http://lacountyparkneeds.org/FinalReportAppendixA/StudyArea_149.pdf). Accessed November 14, 2018.

\_\_\_\_\_. 2016b. Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment Appendix A: City of Santa Fe Springs. Available at: [lacountyparkneeds.org/FinalReportAppendixA/StudyArea\\_126.pdf](http://lacountyparkneeds.org/FinalReportAppendixA/StudyArea_126.pdf). Accessed November 14, 2018.

### **SECTION 3.17, TRANSPORTATION**

California Department of Transportation. 2018. Final Adopted Text for Revisions to the CEQA Guidelines. (Page 66). Available at: [resources.ca.gov/ceqa/docs/2018\\_CEQA\\_FINAL\\_TEXT\\_122818.pdf](http://resources.ca.gov/ceqa/docs/2018_CEQA_FINAL_TEXT_122818.pdf). Accessed February 8, 2019.

Caltrans. *See* California Department of Transportation.

Los Angeles County. 1997. Traffic Impact Analysis Guidelines. (Page 8). Available at: [dpw.lacounty.gov/traffic/traffic impact analysis guidelines.pdf](http://dpw.lacounty.gov/traffic/traffic%20impact%20analysis%20guidelines.pdf). Accessed February 8, 2019.

\_\_\_\_\_. 2010. 2010 Congestion Management Program (Page 46). Available at: [media.metro.net/projects\\_studies/cmp/images/CMP\\_Final\\_2010.pdf](http://media.metro.net/projects_studies/cmp/images/CMP_Final_2010.pdf). Accessed February 8, 2019.

City of Norwalk. 1996. City of Norwalk General Plan, Circulation Element (Page 11). Available at: [www.norwalk.org/home/showdocument?id=20027](http://www.norwalk.org/home/showdocument?id=20027). Accessed February 8, 2019.

Norwalk Transit System. 2017. Route 7 (Green Line Station/El Monte Station) Schedule. Available at: [www.norwalk.org/home/showdocument?id=15833](http://www.norwalk.org/home/showdocument?id=15833). Accessed February 7, 2019.

### **SECTION 3.18, TRIBAL CULTURAL RESOURCES**

Parker, Patricia L., and Thomas F. King. 1990. Guidelines for Evaluating and Documenting Traditional Cultural Properties. National Register Publication 38. National Park Service, Washington, DC. Revised 1998.

### **SECTION 3.19, UTILITIES AND SERVICE SYSTEMS**

California Energy Commission. 2016. 2016 Building Energy Efficiency Standards Frequently Asked Questions. Available at: [www.energy.ca.gov/title24/2016standards/rulemaking/documents/2016\\_Building\\_Energy\\_Efficiency\\_Standards\\_FAQ.pdf](http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/2016_Building_Energy_Efficiency_Standards_FAQ.pdf). Accessed November 30, 2018.

\_\_\_\_\_. 2018. Final 2017 Integrated Energy Policy Report Update. [www.energy.ca.gov/2017\\_energypolicy/](http://www.energy.ca.gov/2017_energypolicy/). Accessed November 29, 2018.

- California Department of Toxic Substance Control. No Date. California Commercial Offsite Hazardous Waste Facilities. [www.dtscc.ca.gov/HazardousWaste/upload/](http://www.dtscc.ca.gov/HazardousWaste/upload/). Accessed November 30, 2018.
- CEC. *See* California Energy Commission.
- City of Norwalk. 2014. Sewer System Management Plan Final Report. Available at: [www.norwalk.org/home/showdocument?id=5292](http://www.norwalk.org/home/showdocument?id=5292). Accessed November 30, 2018.
- \_\_\_\_\_. 2017. 2015 Urban Water Management Plan, Updated: May 2017. Available at: [www.norwalk.org/home/showdocument?id=16473](http://www.norwalk.org/home/showdocument?id=16473). Accessed November 30, 2018.
- \_\_\_\_\_. 2018. City of Norwalk: Refuse Hauling (website). Available at: [www.norwalk.org/residents/community-resources-/environmental-and-recycling-services/refuse-hauling](http://www.norwalk.org/residents/community-resources-/environmental-and-recycling-services/refuse-hauling). Accessed November 21, 2018.
- DTSC. *See* California Department of Toxic Substance Control.
- Earth Systems Pacific. 2018. Preliminary Geotechnical Engineering Report: Proposed California Highway Patrol Facility, 11401 Bloomfield Avenue Norwalk, California, prepared for the California Department of General Services.
- Golden State Water Company. 2016. Final Report: 2015 Urban Water Management Plan—Norwalk. Available at: [www.gswater.com/arden-cordova/download/Norwalk\\_2015\\_UWMP-Final\\_081216.pdf.pdf](http://www.gswater.com/arden-cordova/download/Norwalk_2015_UWMP-Final_081216.pdf.pdf). Accessed November 30, 2018.
- GSWC. *See* Golden State Water Company.
- Los Angeles County Public Works. 2017. Consolidated Sewer Maintenance District - Sanitary Sewer Network. Query: 11401 Bloomfield Ave, Norwalk, CA 90650. Available at: [dpw.lacounty.gov/smd/sewernetwork/#map](http://dpw.lacounty.gov/smd/sewernetwork/#map). Accessed November 30, 2018.
- \_\_\_\_\_. 2018. Countywide Integrated Waste Management Plan: 2016 Annual Report. Available at: [dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=6530&hp=yes&type=PDF](http://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=6530&hp=yes&type=PDF). Accessed December 4, 2018.
- Los Angeles Regional Water Quality Control Board. 2002. Waste Discharge Requirements for County Sanitation Districts of Los Angeles County (Los Coyotes Water Reclamation Plant) (ORDER NO. R4-2002-0121). Available at: [www.waterboards.ca.gov/losangeles/board\\_decisions/adopted\\_orders/docs/5059\\_R4-2002-0121\\_WDR.pdf](http://www.waterboards.ca.gov/losangeles/board_decisions/adopted_orders/docs/5059_R4-2002-0121_WDR.pdf). Accessed November 21, 2018.
- Los Angeles County Sanitation District. 2018a. 2017 Pretreatment Program Annual Report. Available at: [www.lacsd.org/civicax/filebank/blobdload.aspx?blobid=14662](http://www.lacsd.org/civicax/filebank/blobdload.aspx?blobid=14662). Accessed December 17, 2018.
- \_\_\_\_\_. 2018b. Joint Water Pollution Control Plant (JWPCP) webpage. Available at: [www.lacsd.org/wastewater/wwfacilities/jwpcp/](http://www.lacsd.org/wastewater/wwfacilities/jwpcp/). Accessed November 21, 2018.

U.S. Environmental Protection Agency. 2017. Summary of the Energy Policy Act. Available at: [www.epa.gov/laws-regulations/summary-energy-policy-act](http://www.epa.gov/laws-regulations/summary-energy-policy-act). Accessed November 29, 2018.

USEPA. *See* U.S. Environmental Protection Agency.

U.S. Green Building Council. 2016. Checklist: LEED v4 for Building Design and Construction. Available at: [www.usgbc.org/resources/leed-v4-building-design-and-construction-checklist](http://www.usgbc.org/resources/leed-v4-building-design-and-construction-checklist). Accessed November 30, 2018.

\_\_\_\_\_. 2017a. Indoor Water Use Reduction. Available at: [www.usgbc.org/node/1734960?return=/credits](http://www.usgbc.org/node/1734960?return=/credits). Accessed November 29, 2018.

\_\_\_\_\_. 2017b. Outdoor Water Use Reduction. Available at: [www.usgbc.org/node/2611372?return=/credits](http://www.usgbc.org/node/2611372?return=/credits). Accessed November 29, 2018.

\_\_\_\_\_. 2018a. LEED. Available at: [www.usgbc.org/leed](http://www.usgbc.org/leed). Accessed on November 30, 2018.

\_\_\_\_\_. 2018b. LEED v4 for Building Design and Construction. Available at: [www.usgbc.org/sites/default/files/LEED v4 BDC\\_07.2.18\\_current.pdf](http://www.usgbc.org/sites/default/files/LEED%20v4%20BDC_07.2.18_current.pdf). Accessed November 29, 2018.

USGBC. *See* U.S. Green Building Council.

### **SECTION 3.20, WILDFIRE**

California Department of Forestry and Fire Protection. 2007. California Fire Hazard Severity Zone Map Update Project. Available online at: [www.fire.ca.gov/fire\\_prevention/fire\\_prevention\\_wildland\\_statewide](http://www.fire.ca.gov/fire_prevention/fire_prevention_wildland_statewide). Accessed January 30, 2019.

Cal Fire. *See* California Department of Forestry and Fire Protection.

### **SECTION 3.21, MANDATORY FINDINGS OF SIGNIFICANCE**

None.

1  
2  
  
3  
4  
  
5  
6  
7  
8  
  
9  
10  
11  
12  
  
13  
14  
15  
16

**Chapter 5**  
**REPORT PREPARATION**

The following presents the list of individuals who assisted in preparing and/or reviewing the IS.

***California Highway Patrol***

Administrative Services Division  
P.O. Box 942898  
Sacramento, CA 94298-0001

Chuck King	Asst. Chief
------------	-------------

***California Department of General Services***

707 Third Street, 4th Floor, MS509  
West Sacramento, CA 95605  
(916) 375-4700

Paul Chambers	Project Director
Jennifer Parson	Senior Environmental Planner

***Horizon Water and Environment, LLC***

400 Capitol Mall, Suite 2500  
Sacramento, CA 95814  
(916) 465-8073

Tom Engels, PhD	Principal
Megan Giglini	Senior Consultant, IS Project Manager
Janis Offermann	Senior Consultant
Debra Lilly	Senior Consultant
Eric Christensen	Senior Consultant
Jennifer Schulte, PhD	Senior Consultant
Allison Chan	Senior Consultant
Kara Brunzell	Senior Consultant
Brian Piontek	Associate Consultant

Patrick Donaldson	Associate Consultant
Carley Dutra	Associate Consultant
Alex Wolk	Analyst
Robin Hunter	Analyst
Viktoria Kuehn	Analyst
Johnnie Chamberlin, PhD	Analyst
Keith Syda	Analyst
Lorrie Jo Williams	Graphic Artist

1 ***Fehr & Peers***

2 101 Pacifica, Suite 300  
3 Irvine, CA 92618  
4 (949) 308-6318

Paul Hermann, P.E.	Senior Engineer
Kay Monney, EIT	Transportation Engineer/Planner

5



**Appendix A.**  
**Biological Resources Supporting Data**

---



**Table A–1**  
**Special-Status Wildlife and Plant Species in the Known Vicinity of the**  
**CHP Santa Fe Springs Area Office Replacement Project Footprint**

Species	Status			Habitat	Potential for Occurrence in Project Area
	Fed	State	CRPR		
Plants					
<i>Abronia villosa</i> var. <i>aurita</i> Chaparral sand-verbena	--	--	1B.1	Chaparral, coastal scrub, desert dunes. Sandy areas. Found at elevations of 60-1,570 meters. Blooms March through September.	<b>None.</b> Suitable chaparral, coastal scrub or desert dune habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Atriplex coulteri</i> Coulter’s saltbush	--	--	1B.2	Coastal bluff scrub and dunes, valley and foothill grassland. Alkaline or clay soils. Found at 3-460 meters. Blooms March through October.	<b>None.</b> Suitable coastal and grassland habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Atriplex parishii</i> Parish’s brittlescale	--	--	1B.1	Shadscale shrub, alkali sink, freshwater wetlands, wetland-riparian. Playas and vernal pools. Alkaline or clay soils. Found at 25-1900 meters. Blooms June through October.	<b>None.</b> Suitable shadscale shrub, alkali sink, wetland and riparian habitat is absent from the project site. One CNDDDB-recorded occurrence is approximately 5 miles from the project site.
<i>Atriplex serenana</i> var. <i>davidsonii</i> Davidson’s saltscale	--	--	1B.2	Coastal bluff scrub, coastal scrub. Alkaline soil. Found at elevations of 0-460 meters. Blooms April through October.	<b>None.</b> Suitable coastal scrub habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Berberis nevinii</i> Nevin’s barberry	FE	CE	1B.1	Chaparral, cismontane woodland, coastal scrub, riparian scrub. On steep, N-facing slopes or in low grade sandy washes. Sandy to gravelly soils. Found at elevations of 290-1,575 meters. Blooms March through June.	<b>None.</b> Suitable chaparral, woodland and scrub habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.

Species	Status			Habitat	Potential for Occurrence in Project Area
	Fed	State	CRPR		
<i>Calochortus catalinae</i> Catalina mariposa lily	--	--	4.2	Chaparral, cismontane woodland, coastal scrub, valley and foothill grassland. Found at elevations of 15-700 meters. Blooms February through June.	<b>None.</b> Suitable chaparral, woodland, scrub and grassland habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Calochortus plummerae</i> Plummer's mariposa-lily	--	--	4.2	Coastal scrub, chaparral, valley and foothill grassland, cismontane woodland, lower montane coniferous forest. Occurs on rocky and sandy sites, usually of granitic or alluvial material. Can be very common after fire. Found at elevations of 60-2,500 meters. Blooms May through July.	<b>None.</b> Suitable scrub, grassland, woodland and forest habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Calochortus weedii</i> var. <i>intermedius</i> Intermediate mariposa-lily	--	--	1B.2	Chaparral, valley grassland, coastal sage scrub. Dry, rocky, open slopes. Found at elevations of 105-855 meters. Blooms May through July.	<b>None.</b> Suitable chaparral, grassland and scrub habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Calystegia felix</i> Lucky morning-glory	--	--	1B.1	Meadows and seeps, riparian scrub. Possibly silty loam and alkaline soils. Found at elevations of 30-215 meters. Blooms March through September.	<b>None.</b> Suitable meadow, seep and riparian scrub habitat is absent from the project site. One CNDDDB-recorded occurrence is approximately 5 miles from the project site.
<i>Camissoniopsis lewisii</i> Lewis' evening-primrose	--	--	3	Coastal bluff scrub, cismontane woodland, coastal dunes, coastal scrub, valley and foothill grassland. Sandy or clay soils. Found at elevations of 0-300 meters. Blooms March through June.	<b>None.</b> Suitable scrub, woodland, dune and grassland habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.

Species	Status			Habitat	Potential for Occurrence in Project Area
	Fed	State	CRPR		
<i>Centromadia parryi ssp. australis</i> southern tarplant	--	--	1B.1	Valley and foothill grasslands that are seasonally flooded, along estuary edges. Alkaline soils, sometimes described as heavy white clay. Found at elevations of 0-230 meters. Blooms May-October (November).	<b>None.</b> Suitable flooded valley and foothill grassland and estuary habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Chloropyron maritimum ssp. maritimum</i> Salt marsh bird's-beak	FE	CE	1B.2	Marsh and swamp, salt marsh, wetland. Sandy soil. Found at elevations of 0-115 meters. Blooms June-October.	<b>None.</b> Suitable marsh, swamp, salt marsh and wetland habitat is absent from the project site. One CNDDDB-recorded occurrence is approximately 5 miles from the project site.
<i>Clinopodium mimuloides</i> Monkey-flower savory	--	--	4.2	Chaparral, North Coast coniferous forest. Streambanks, mesic. Found at elevations of 305-1800 meters. Blooms June through October.	<b>None.</b> Suitable chaparral and North Coast coniferous forest is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Convolvulus simulans</i> Small-flowered morning-glory	--	--	4.2	Openings in chaparral, coastal scrub, valley and foothill grassland. Found at elevations of 30-740 meters. Blooms March through July.	<b>None.</b> Suitable chaparral, scrub and grassland habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Cuscuta obtusiflora var. glandulosa</i> Peruvian dodder	--	--	2B.2	Marshes and swamps (freshwater). Found at elevations of 15-280 meters. Blooms July through October.	<b>None.</b> Suitable marsh and swamp habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Dudleya multicaulis</i> Many-stemmed dudleya	--	--	1B.2	Chaparral, coastal scrub, valley and foothill grassland. Heavy clay soils. Found at 1-910 meters. Blooms April through July.	<b>None.</b> Suitable chaparral, scrub and grassland habitat is absent from the project site. One CNDDDB-recorded occurrence is approximately 5 miles from the project site.

Species	Status			Habitat	Potential for Occurrence in Project Area
	Fed	State	CRPR		
<i>Helianthus nuttallii</i> ssp. <i>parishii</i> Los Angeles sunflower	--	--	1A	Marshes and swamps (coastal salt and freshwater). Found at elevations of 10-1,525 meters. Blooms August through October.	<b>None.</b> Suitable marsh and swamp habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Hordeum intercedens</i> Vernal barley	--	--	1A	Coastal dunes, coastal scrub, valley and foothill grassland (saline flats and depressions), vernal pools. Found at elevations of 5-1000 meters. Blooms March through June.	<b>None.</b> Suitable dune, scrub, grassland and vernal pool habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Horkelia cuneata</i> var. <i>Puberula</i> Mesa horkelia	--	--	1B.1	Closed-cone coniferous forest, chaparral, coastal dunes, coastal scrub. Sandy or gravelly openings. Found at elevations of 10-200 meters. Blooms April-September.	<b>None.</b> Suitable forest, chaparral, dune and scrub habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Isocoma menziesii</i> var. <i>decumbens</i> Decumbent goldenbush	--	--	1B.2	Chaparral, coastal scrub, landward side of dunes, hillsides, arroyos. Sandy soil. Found at elevations of 10-135 meters. Blooms April through November.	<b>None.</b> Suitable chaparral, coastal scrub, dune, hillside and arroyo habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Juglans californica</i> Southern California black walnut	--	--	4.2	Chaparral, cismontane woodland, coastal scrub, riparian woodland. Alluvial. Found at elevations of 50-900 meters. Blooms March through August.	<b>None.</b> Suitable chaparral, woodland and scrub habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Lasthenia glabrata</i> ssp. <i>coulteri</i> Coulter's goldfields	--	--	1B.1	Coastal salt marshes, playas, vernal pools. Usually found on alkaline soils in playas, sinks, and grasslands. Found at elevations of 1-1,375 meters. Blooms February through June.	<b>None.</b> Suitable marsh, playa and vernal pool habitat is absent from the project site. Two CNDDDB-recorded occurrences are approximately 1.75 and 4.7 miles from the project site.

Species	Status			Habitat	Potential for Occurrence in Project Area
	Fed	State	CRPR		
<i>Lepidium virginicum</i> var. <i>robinsonii</i> Robinson's pepper-grass	--	--	4.3	Chaparral, coastal scrub. Dry soils, shrubland. Found at elevations of 4-1,435 meters. Blooms January through July.	<b>None.</b> Suitable chaparral and scrub habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Nasturtium gambelii</i> Gambel's watercress	FE	CT	1B.1	Marshes and swamps. Freshwater and brackish marshes at the margins of lakes and along streams, in or just above the water level. Found at elevations of 5-330 meters. Blooms April through October.	<b>None.</b> Suitable marsh and swamp habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Navarretia prostrata</i> Prostrate vernal pool navarretia	--	--	1B.1	Coastal scrub, meadows and seeps, valley and foothill grassland (alkaline), vernal pools. Mesic soils. Found at elevations of 3-1,210 meters. Blooms April through July.	<b>None.</b> Suitable scrub, meadow and seep, grassland and vernal habitat is absent from the project site. One CNDDDB-recorded occurrence is approximately 4.2 miles from the project site.
<i>Nemacaulis denudata</i> var. <i>denudata</i> Coast woollyheads	--	--	1B.2	Coastal dunes and beaches. Found at elevations of 0-100 meters. Blooms April through September.	<b>None.</b> Suitable dune habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Orcuttia californica</i> California orcutt grass	FE	CE	1B.1	Vernal pools. Found at elevations of 15-660 meters. Blooms April through August.	<b>None.</b> Suitable vernal pool habitat is absent from the project site. One CNDDDB-recorded occurrence is approximately 4.2 miles from the project site.
<i>Pentachaeta lyonii</i> Lyon's pentachaeta	FE	CE	1B.1	Openings in chaparral, coastal scrub, valley and foothill grassland. Rocky and clay soils of volcanic origin. Found at elevations of 30-690 meters. Blooms February through August.	<b>None.</b> Suitable chaparral, scrub and grassland habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.

Species	Status			Habitat	Potential for Occurrence in Project Area
	Fed	State	CRPR		
<i>Phacelia cicutaria</i> var. <i>hubbyi</i> Hubby's phacelia	--	--	4.2	Chaparral, coastal scrub, valley and foothill grassland. Gravelly, rocky and talus soils. Found at elevations of 0-1000 meters. Blooms April through July.	<b>None.</b> Suitable chaparral, scrub and grassland habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Phacelia ramosissima</i> var. <i>austrolitoralis</i> South coast branching phacelia	--	--	3.2	Chaparral, coastal dunes, coastal scrub, marshes and swamps (coastal salt). Sandy, sometimes rocky soil. Found at elevations of 5-300 meters. Blooms March through August.	<b>None.</b> Suitable chaparral, dune, scrub, marsh and swamp habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Phacelia stellaris</i> Brand's star phacelia	--	--	1B.1	Coastal dunes, coastal scrub. Sandy soil. Found at elevations of 1-400 meters. Blooms March through June.	<b>None.</b> Suitable dune and scrub habitat is absent from the project site. One CNDDDB-recorded occurrence is approximately 4.2 miles from the project site.
<i>Pseudognaphalium leucocephalum</i> White rabbit-tobacco	--	--	2B.2	Chaparral, cismontane woodland, coastal scrub, riparian woodland. Sandy and gravelly soils. Found at elevations of 0-2100 meters. Blooms July through December.	<b>None.</b> Suitable chaparral, woodland and scrub is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Quercus engelmannii</i> Engelmann Oak	--	--	4.2	Chaparral, cismontane woodland, riparian woodland, valley and foothill grassland. Found at elevations of 50-1300 meters. Blooms March through June.	<b>None.</b> Suitable chaparral, woodland and grassland habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Ribes divaricatum</i> var. <i>parishii</i> Parish's gooseberry	--	--	1A	Riparian woodland. Found at elevations of 65-300 meters. Blooms February through April.	<b>None.</b> Suitable riparian woodland is absent from the project site. No CNDDDB records within 5 miles of the project site.



Species	Status			Habitat	Potential for Occurrence in Project Area
	Fed	State	CRPR		
<i>Scutellaria bolanderi</i> ssp. <i>austromontana</i> Southern mountains skullcap	--	--	1B.2	Chaparral, cismontane woodland, lower montane coniferous forest. Mesic soil. Found at 425-2000 meters. Blooms June through August.	<b>None.</b> Suitable chaparral, woodland and forest habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Sidalcea neomexicana</i> Salt spring checkerbloom	--	--	2B.2	Playas, chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub. Alkali springs and marshes. Found at elevations of 0-1,530 meters. Blooms March through June.	<b>None.</b> Suitable playa, chaparral, scrub and forest habitat is absent at the project site. No CNDDDB records within 5 miles of the project site.
<i>Suaeda esteroa</i> estuary seablite	--	--	1B.2	Marshes and swamps. Found at elevations of 0-15 meters. Blooms July-October.	<b>None.</b> Suitable marsh and swamp habitat is absent at the project site. No CNDDDB records within 5 miles of the project site.
<i>Symphyotrichum defoliatum</i> San Bernardino aster	--	--	1B.2	Meadows and seeps, cismontane woodland, coastal scrub, lower montane coniferous forest, marshes and swamps, valley and foothill grassland. Vernally mesic grassland or near ditches, streams and springs; disturbed areas. Occurs at elevations of 2-2,040 meters. Blooms July through November.	<b>None.</b> Suitable meadow, seep, woodland scrub, forest marsh, swamp, and grassland habitat is absent from the project site. One CNDDDB-recorded occurrence is approximately 5 miles from the project site.
<i>Symphyotrichum greatae</i> Greata's aster	--	--	1B.3	Broadleafed upland forest, chaparral, cismontane woodland, lower montane coniferous forest, riparian woodland. Mesic soils. Occurs at elevations of 300-2010 meters. Blooms June through October.	<b>None.</b> Suitable forest, chaparral and woodland habitat is absent at the project site. No CNDDDB records within 5 miles of the project site.

Species	Status			Habitat	Potential for Occurrence in Project Area
	Fed	State	CRPR		
Amphibians					
<i>Spea hammondi</i> Western spadefoot	--	SSC	N/A	Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.	<b>None.</b> Suitable upland grassland and woodland habitat and vernal pool breeding habitat is absent at the project site. No CNDDDB records within 5 miles of the project site.
Reptiles					
<i>Anniella stebbinsi</i> Southern California legless lizard	--	SSC	N/A	Generally south of the Transverse Range, extending to northwestern Baja California. Occurs in sandy or loose loamy soils under sparse vegetation. Disjunct populations in the Tehachapi and Piute Mountains in Kern County. Variety of habitats; generally in moist, loose soil. They prefer soils with a high moisture content.	<b>None.</b> Suitable moist, loose soils and adequate leaf litter layers are absent at the project site. No CNDDDB records within 5 miles of the project site.
<i>Arizona elegans occidentalis</i> California glossy snake	--	SSC	N/A	Patchily distributed from the eastern portion of San Francisco Bay, southern San Joaquin Valley, and the Coast, Transverse, and Peninsular ranges, south to Baja California. Inhabits arid scrub, rocky washes, grasslands, chaparral. Prefers open areas and areas with loose soils for burrowing.	<b>None.</b> Suitable scrub, washes, grasslands and chaparral habitat is absent at the project site. No CNDDDB records within 5 miles of the project site.
<i>Aspidoscelis tigris stejnegeri</i> Coastal whiptail	--	SSC	N/A	Found in deserts and semi-arid areas with sparse vegetation and open areas. Also found in woodland & riparian areas. Ground may be firm soil, sandy, or rocky.	<b>None.</b> Suitable desert, woodland and riparian habitat is absent at the project site. One CNDDDB-recorded occurrence is approximately 5 miles from the project site.

Species	Status			Habitat	Potential for Occurrence in Project Area
	Fed	State	CRPR		
<i>Chelonia mydas</i> Green turtle	FT	--	N/A	Aquatic. Lives in the ocean, comes to shore to bask. Inhabits shallow waters of lagoons, bays, estuaries, mangroves, eelgrass and seaweed beds.	<b>None.</b> Suitable aquatic habitat is absent at the project site. No CNDDDB records within 5 miles of the project site.
<i>Emys marmorata</i> Western pond turtle	--	SSC	N/A	A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, below 6,000 ft elevation. Needs basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying.	<b>None.</b> Suitable aquatic and upland habitat is absent at the project site. Two CNDDDB-recorded occurrences are approximately 4.5 and 4.8 miles from the project site.
<i>Phrynosoma blainvillii</i> Coast horned lizard	--	SSC	N/A	Typically found in open sandy wash areas in deserts, chaparral and grasslands. Open areas for sunning, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects.	<b>None.</b> Suitable sandy wash, desert, chaparral and grassland habitat is absent from the project site. One CNDDDB-recorded occurrence is approximately 5 miles from the project site.
<b>Birds</b>					
<i>Accipiter cooperii</i> Cooper's hawk	--	WL	N/A	Breeds in extensive forests and smaller woodlots of deciduous, coniferous, and mixed pine-hardwoods, as well as in pine plantations, in both suburban and urban habitats.	<b>Possible.</b> This species may forage and nest in project site; trees on the site provide suitable nesting habitat. No CNDDDB records within 5 miles of the project site.

Species	Status			Habitat	Potential for Occurrence in Project Area
	Fed	State	CRPR		
<i>Agelaius tricolor</i> Tricolored blackbird	--	Candidate Endangered /SSC	N/A	Highly colonial species, most numerous in Central Valley & vicinity. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey within a few km of the colony.	<b>None.</b> Suitable open water and desired nesting substrate habitat is absent from the project site. No CNDDDB records within 5 miles of the project site. The nearest e-bird sighting was documented approximately 2 miles from the project site.
<i>Aimophila ruficeps canescens</i> Southern California rufous-crowned sparrow	--	WL	N/A	Found on moderate to steep, dry, rocky slopes. Prefers low cover of scattered shrubs with patches of grasses, forbs and bare ground. Nests on the ground in hollow rocks or under clumps of grass or low bushes. Prefers coastal sage scrub, coastal bluff scrub, chaparral.	<b>None.</b> Suitable sage, scrub, chaparral and rocky slope habitat is absent from the project site. No CNDDDB records within 5 miles of the project site. The nearest e-bird sighting was documented approximately 4.5 miles from the project site.
<i>Ammodramus savannarum</i> Grasshopper sparrow	--	SSC	N/A	Prefers moderately open grasslands with shrub cover and no trees. Nests on the ground at the base of weed, shrub or clump of grass.	<b>None.</b> Suitable open grassland habitat lacking trees is absent from the project site. No CNDDDB records within 5 miles of the project site. The nearest e-bird sighting was documented approximately 6.3 miles from the project site.
<i>Athene cunicularia</i> Burrowing owl	--	SSC	N/A	Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	<b>Possible.</b> Suitable nesting and foraging habitat exists in the ground squirrel burrow complexes on the project site. One CNDDDB-recorded occurrence is approximately 5 miles from the project site. The nearest e-bird sighting was documented approximately 2.8 miles from the project site.

Species	Status			Habitat	Potential for Occurrence in Project Area
	Fed	State	CRPR		
<i>Buteo regalis</i> Ferruginous hawk	--	WL	N/A	Prefers open-country, grasslands, sagebrush, shrublands, periphery of forests, canyon areas, cliffs, outcrops, deserts. Nests in trees, on cliffs, transmission towers.	<b>None.</b> Suitable grassland, sagebrush, shrubland, forest, canyon, cliff, outcrop and desert nesting and foraging habitat is absent at the project site. No CNDDDB records within 5 miles of the project site. The nearest e-bird sighting was documented approximately 3.8 miles from the project site.
<i>Buteo swainsoni</i> Swainson's hawk	--	CT	N/A	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, & agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	<b>None.</b> Suitable grassland and agricultural habitat is absent at the project site. No CNDDDB records within 5 miles of the project site. The nearest e-bird sighting was documented approximately 2 miles from the project site.
<i>Campylorhynchus brunneicapillus sandiegensis</i> Coastal cactus wren	--	SSC	N/A	Requires native scrub vegetation with mature cholla or prickly-pear. Cactus patches for nesting.	<b>None.</b> Suitable scrub and cactus habitat is absent at the project site. No CNDDDB records within 5 miles of the project site. The nearest e-bird sighting was documented approximately 5.5 miles from the project site; however, this sighting was <i>Campylorhynchus brunneicapillus</i> .
<i>Coccyzus americanus occidentalis</i> Western yellow-billed cuckoo	FE	CE	N/A	Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry, nettles, or wild grape.	<b>None.</b> Suitable riparian habitat is absent at the project site. One CNDDDB-recorded occurrence is approximately 4.6 miles from the project site. The nearest e-bird sighting was documented approximately 7.3 miles from the project site.

Species	Status			Habitat	Potential for Occurrence in Project Area
	Fed	State	CRPR		
<i>Empidonax traillii extimus</i> Southwestern willow flycatcher	FE	CE	N/A	Prefers moist shrubby areas, thickets of willows near streams, canyon bottoms, mountainside seepages, margins of lakes and ponds, riparian woodlands.	<b>None.</b> Suitable riparian habitat is absent from the project site. No CNDDDB records within 5 miles of the project site. The nearest e-bird sighting was documented approximately 7.3 miles from the project site.
<i>Icteria virens</i> Yellow-breasted chat	--	SSC	N/A	Inhabits riparian thickets of willow and other brushy tangles near watercourses. Nests in low, dense riparian, consisting of willow, blackberry, wild grape; forages and nests within 10 feet of ground.	<b>None.</b> Suitable riparian and brushy tangle habitat is absent from the project site. No CNDDDB records within 5 miles of the project site. The nearest e-bird sighting was documented approximately 4 miles from the project site.
<i>Laterallus jamaicensis coturniculus</i> California black rail	--	CT	N/A	Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about 1 inch that do not fluctuate during the year and dense vegetation for nesting habitat.	<b>None.</b> Suitable marsh and meadow habitat is absent from the project site. No CNDDDB records within 5 miles of the project site. The nearest e-bird sighting is over 20 miles away from the project site.
<i>Passerculus sandwichensis beldingi</i> Belding's savannah sparrow	--	CE	N/A	Agricultural fields, meadows, marshes, coastal grasslands, tundra.	<b>None.</b> Suitable field, meadow, marsh, coastal grassland and tundra habitat is absent from the project site. No CNDDDB records within 5 miles of the project site. The nearest e-bird sighting was documented approximately 7.7 miles from the project site.

Species	Status			Habitat	Potential for Occurrence in Project Area
	Fed	State	CRPR		
<i>Pelecanus occidentalis californicus</i> California brown pelican	Delisted	Delisted/FP	N/A	Coastal marine and estuaries. Roosts onshore at night; sandbars, pilings, jetties, breakwaters, offshore rocks and islands.	<b>None.</b> Suitable marine and estuary habitat is absent from the project site. No CNDDDB records within 5 miles of the project site. The nearest e-bird sighting was documented approximately 7.7 miles from the project site.
<i>Polioptila californica californica</i> Coastal California gnatcatcher	FT	SSC	N/A	Obligate, permanent resident of coastal sage scrub below 2,500 feet in Southern California. Low, coastal sage scrub in arid washes, on mesas and slopes. Not all areas classified as coastal sage scrub are occupied.	<b>None.</b> Suitable coastal sage scrub habitat is absent from the project site. One CNDDDB-recorded occurrence is approximately 5 miles from the project site. The nearest e-bird sighting was documented approximately 3.5 miles from the project site.
<i>Riparia riparia</i> bank swallow	--	CT	N/A	Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole.	<b>None.</b> Suitable riparian, cliff, and other aquatic habitat is absent from the project site. One CNDDDB record encompasses the City of Norwalk. The nearest e-bird sighting was documented approximately 3.5 miles from the project site.
<i>Sternula antillarum browni</i> California least tern	FE	CE	N/A	Nests along the coast from San Francisco Bay south to northern Baja California. Colonial breeder on bare or sparsely vegetated, flat substrates: sand beaches, alkali flats, landfills, or paved areas.	<b>None.</b> Suitable coastal habitat is absent from the project site. No CNDDDB records within 5 miles of the project site. The nearest e-bird sighting was documented approximately 7.5 miles from the project site.

Species	Status			Habitat	Potential for Occurrence in Project Area
	Fed	State	CRPR		
<i>Vireo bellii pusillus</i> Least Bell's vireo	FE	CE	N/A	Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2,000 feet. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, <i>Baccharis</i> , mesquite.	<b>None.</b> Suitable riparian habitat is absent from the project site. Two CNDDDB-recorded occurrences are approximately 3 and 3.5 miles from the project site. The nearest e-bird sighting was documented approximately 5.5 miles from the project site.
<b>Mammals</b>					
<i>Antrozous pallidus</i> pallid bat	--	SSC	N/A	Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. Prefers rocky outcrops, cliffs, and crevices with access to open habitats for foraging. Very sensitive to disturbance of roosting sites.	<b>None.</b> Suitable desert, grassland, shrubland, woodland and forest habitat for foraging and roosting is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Eumops perotis californicus</i> western mastiff bat	--	SSC	N/A	Many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral, etc. Roosts in crevices in cliff faces, high buildings, trees and tunnels.	<b>Not Expected.</b> Suitable open or semi-arid habitat for foraging is absent from the project site; marginal roosting habitat exists in buildings and trees. One CNDDDB-recorded occurrence is approximately 5 miles from the project site.
<i>Lasiurus xanthinus</i> Western yellow bat	--	SSC	N/A	Found in valley foothill riparian, desert riparian, desert wash, and palm oasis habitats. Roosts in trees, particularly palms. Forages over water and among trees.	<b>None.</b> Suitable foraging and roosting habitat is absent from the project area. No CNDDDB records within 5 miles of the project site.



Species	Status			Habitat	Potential for Occurrence in Project Area
	Fed	State	CRPR		
<i>Lepus californicus bennettii</i> San Diego black-tailed jackrabbit	--	SSC	N/A	Intermediate canopy stages of shrub habitats & open shrub / herbaceous & tree / herbaceous edges. Coastal sage scrub habitats in Southern California.	<b>None.</b> Suitable shrub, scrub and herbaceous habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Nyctinomops femorosaccus</i> Pocketed free-tailed bat	--	SSC	N/A	Variety of arid areas in Southern California; pine-juniper woodlands, desert scrub, palm oasis, desert wash, desert riparian, etc. Rocky areas with high cliffs.	<b>None.</b> Suitable arid, woodland, scrub, palm oasis, desert wash and desert riparian habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Perognathus longimembris pacificus</i> Pacific pocket mouse	FE	SSC	N/A	Occurs on fine-grain, sandy substrates in open coastal sage scrub, coastal strand, coastal dune and river alluvium habitats near the Pacific Ocean.	<b>None.</b> Suitable coastal habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.
<i>Taxidea taxus</i> American badger	--	SSC	N/A	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils and open, uncultivated ground. Preys on burrowing rodents. Digs burrows.	<b>None.</b> Suitable open habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.
<b>Fish</b>					
<i>Oncorhynchus mykiss irideus</i> pop. 10 steelhead -southern California coast DPS	FE	--	N/A	Watersheds with clean, stable spawning gravels, rivers, estuaries, ocean.	<b>None.</b> Suitable aquatic habitat is absent from the project site. No CNDDDB records within 5 miles of the project site.

U.S. Fish and Wildlife Service (USFWS) Federal Listing Categories (used above):

FE Federally Listed as Endangered

California Department of Fish and Wildlife (CDFW) State Listing Categories (used above):

CE State listed as Endangered

FT      Federally listed as Threatened  
 -      No Listing

CT      State listed as Threatened  
 SSC      California Species of Special Concern  
 FP      Fully Protected Species  
 WL      California Watch List  
 -      No Listing

*California Native Plant Society (CNPS) Listing Categories*

1A	Presumed extirpated or extinct in California	2B.3	Rare, threatened, or endangered in California, but more common elsewhere; not very threatened in California
1B.1	Rare, threatened, or endangered in California and elsewhere; seriously threatened in California	3.2	Plants about which we need more information, fairly threatened in California
1B.2	Rare, threatened, or endangered in California and elsewhere; fairly threatened in California	3.3	Plants about which we need more information, not very threatened in California
2B.1	Rare, threatened, or endangered in California, but more common elsewhere; seriously threatened in California	4.2	Plants of limited distribution; fairly threatened in California
2B.2	Rare, threatened, or endangered in California, but more common elsewhere; fairly threatened in California		

*Special-status Species Potential to Occur Criteria*

None	Indicates that the area contains a complete lack of suitable habitat, the local range for the species is restricted, and/or the species is extirpated in this region.
Not Expected	Indicates situations where suitable habitat or key habitat elements may be present but may be of poor quality or isolated from the nearest extant occurrences. Habitat suitability refers to factors such as elevation, soil chemistry and type, vegetation communities, microhabitats, and degraded/substantially altered habitats.
Possible Present	Indicates the presence of suitable habitat or key habitat elements that potentially support the species. Indicates that either the target species was observed directly or its presence was confirmed by diagnostic signs during field investigations or in previous studies in the area.



